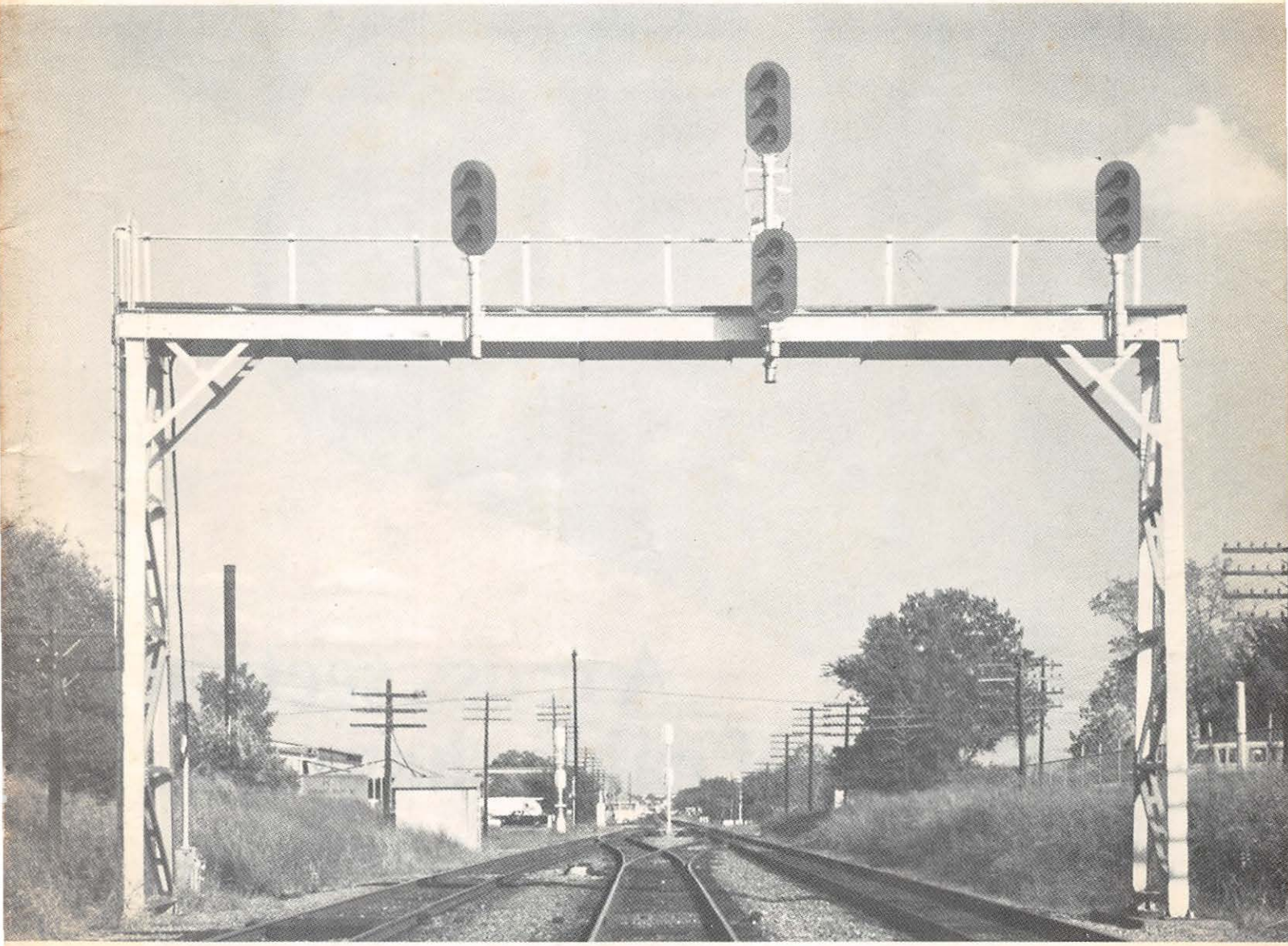
APRIL, 1969

THE Signalman's JOURNAL



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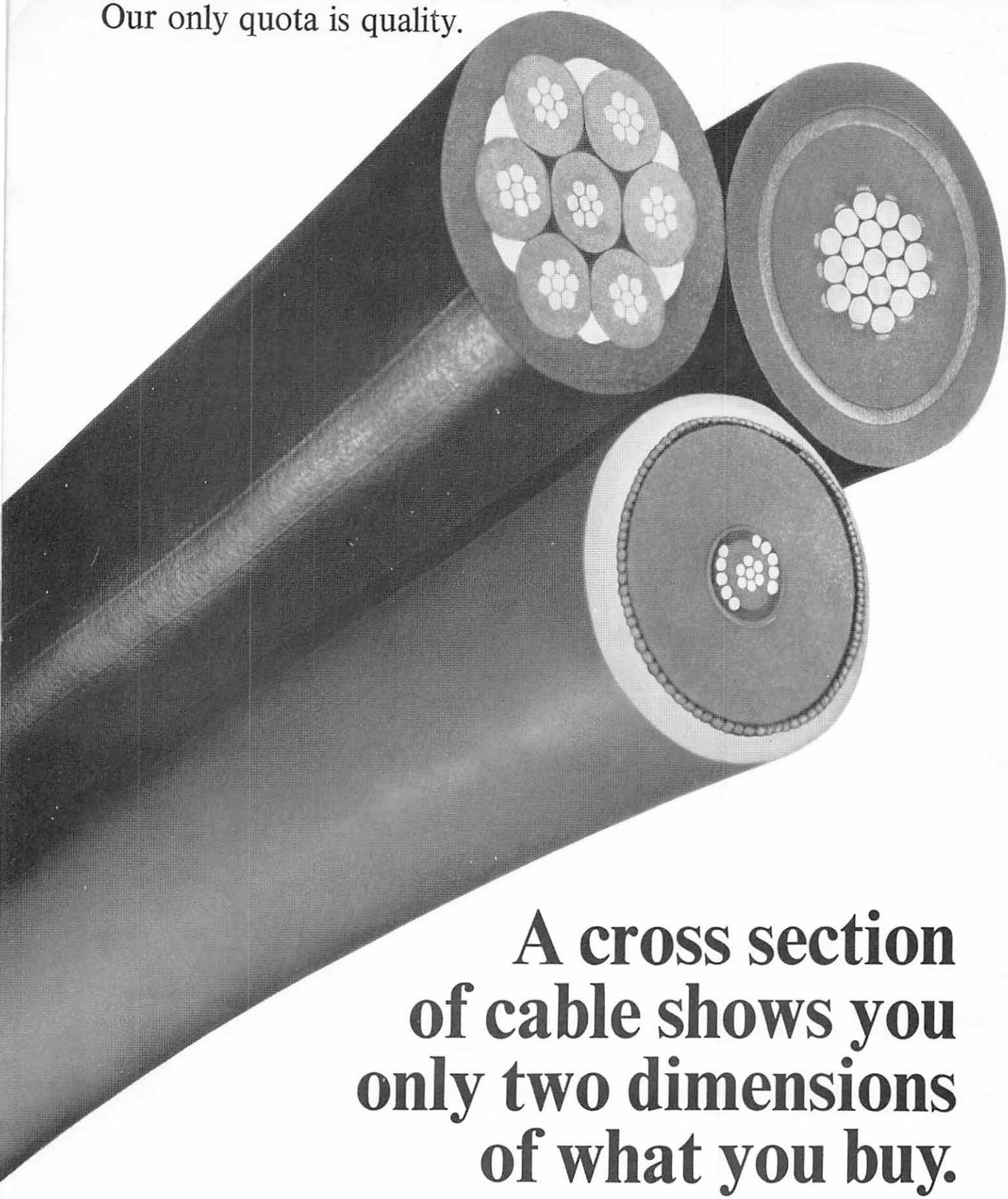

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OFFICIAL PUBLICATION BROTHERHOOD OF RAILROAD SIGNALMEN

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Determine Your Rights Under FELA

Members who are injured on the job and the dependents of those members who have been killed or have died as the result of such injuries should by all means ascertain their rights and benefits under the Federal Employers' Liability Act before attempting any settlement with the railroad.

Below is a list of attorneys who, on the basis of information made available to us, are competent to give full information and assistance to those in need of it.

This list is compiled and maintained on the strength of information furnished us by both attorneys and members. The accuracy of the list that we will publish from time to time depends entirely on the information furnished us. Therefore, everyone concerned is urged to keep us informed regarding cases handled, nature of the case, terms of the settlement, commendations, criticisms, etc.

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A Message From President C.J. Chamberlain

THE PAST FEW WEEKS HAVE seen our March 1, 1968 wage dispute enter its final stages and at this writing we have reached the point where all the chips are down and the moment of truth has arrived. As reported in our March issue of The Signalman's Journal, Emergency Board No. 175 issued its recommendations on March 7, 1969. The report clearly recognized our craft to be a skilled group of employes, and we sincerely hope that in future negotiations it will not be necessary for us to impress the railroad industry with this obvious fact which those of us engaged in the work have known for years.

While the recommendations of Emergency Board No. 175 recognized our skills, they did not make an appropriate response in their recommendations to the inequity problem that exists in the pay structure of skilled signal employes. The Board's report did provide for a partial catch-up, however, it did not go far enough with its recommendations for wage increases in the proposed eighteen month period of the contract.

Grand Executive Council Review Recommendations

On March 12 our Grand Executive Council and Grand Board of Trustees met in Chicago at Grand Lodge Headquarters to review the recommendations and formulate plans for future handling of the dispute. After a thorough review of the report, the Council and Trustees unanimously decided that the recommendations were wholly inadequate as they did not meet the needs of our membership.

General Chairmen Convene In Chicago

On March 13 we convened our General Chairmen in Chicago to review and discuss the report, and after a lengthy discussion, the General Chairmen unanimously endorsed the position of the Grand Executive Council and Grand Board of Trustees and recommended that our negotiating committee resume negotiations with the carriers to obtain a satisfactory agreement or withdraw from service.

On March 20 our committee met with the National Railway Labor Conference Committee in Washington, D.C., however, no progress was made. We will meet again in Washington, D.C., on April 1, and hope that we can negotiate an equitable agreement for our members. If we cannot obtain a satisfactory agreement, we are prepared to take the next step. Under the law we are legally free to withdraw from service on or after April 7. We sincerely hope that such drastic action will not be necessary, however, the determination of our membership has never been greater, and the carriers must recognize that we will not accept an agreement that does not provide equitable increases for our skilled craft. We hope that by the time we report to you in our next issue of the Journal, the wage movement will have been brought to a successful conclusion. Only time will tell!

AFL-CIO Remove Sanctions

Since our last Journal, we were officially advised by President George Meany that the sanctions which were imposed on us by the AFL-CIO on March 23, 1965, as a result of a work jurisdiction dispute between our organization and the International Brotherhood of Electrical Workers, have been removed. A copy of the letter from President Meany to all AFL-CIO affiliates advising them of the removal of the sanctions is reproduced elsewhere in this issue of the Journal.

We are quite pleased at this latest development as it means that we are once again an affiliate in good standing within the AFL-CIO and entitled to all benefits and protection afforded affiliates by the Constitution.

The sanction removal has come about as a result of the determination of the officers of our Organization insisting that the rights and work jurisdiction of the members of our craft be protected and retained by our organization.

Our worthy adversary in this sanctions dispute was the International Brotherhood of Electrical Workers, an organization in the railroad industry with whom we have numerous compatible interests. We are pleased that amicable relations have now been restored between our two organizations and we sincerely hope that good relations will be maintained in the future.

We earnestly solicit their support and pledge our cooperation to them in our mutual endeavors to enhance the interests of the employes of the Signal and Communications Departments on the railroads of the United States and Canada.

Maybe she will. Maybe she won't.

And maybe you won't know until it's too late. For both of you. Drive defensively.

Watch out for the other guy. (or gal)

Published to save lives in cooperation with The Advertising Council and The National Safety Council

Engineers and Conductors Agree On Wage Contract

THE BROTHERHOOD OF LOCOMOTIVE ENGINEERS AND THE railroad industry reached an agreement on a contract March 10.

On March 16 the United Transportation Union announced settlement of the wage dispute between the Nation's railroads and the Conductors based upon the findings of Emergency Board 174.

★ ★ ★

The Engineers' agreement, which is retroactive to July 1, 1968, provides for rate increases in four steps on a percentage basis for engineers in road service. The first is 5 percent on July 1, 1968; the second is 2 percent on January 1, 1969; the third is 3 percent on July 1, 1969; and the fourth is an additional 2 percent on July 1, 1969.

For engineers in yard service, the increments are: 5 percent on July 1, 1968; 2 percent on January 1, 1969; and 3 percent on July 1, 1969.

The increases range from 12.1 percent to 14.9 percent or from $3.05 to $4.80 depending upon class of service.

The Engineers' weekly paper reported that the settlement compared more favorable than the so-called "pattern" wage proposal.

The Conductors' settlement calls for a general wage increase of 5 percent of basic daily rates and 3 percent applied to over-miles, effective July 1, 1968; plus 2 percent of both rates, effective January 1, 1969; and 3 percent of both rates effective July 1, 1969.

After application of the 5 percent increase on July 1, 1968, an additional 40 cents will be added on the basic daily rates for assignments without a mileage component.

After the 3 percent increase on July 1, 1969, an extra 1 percent plus 32 cents daily shall be added to basic and overmileage rates. The total package is estimated at 12½ percent.

In addition, both the Conductors and Engineers will receive an additional holiday and vacations liberalized to provide two weeks after two years. Liability insurance was also provided for certain conditions when employes are deadheading under orders.

A moratorium was agreed upon until January 1, 1970, with no notices to be served prior to September 1, 1969.

At this writing only the Brotherhood of Railroad Signalmen remain unsigned in this round of wage negotiations.

Clerks' President Named AFL-CIO Executive Council

THE AFL-CIO EXECUTIVE Council filled three vacancies in its ranks by electing A. F. Grospiron, Matthew Guinan and C. L. Dennis vice presidents of the federation.

Grospiron is president of the Oil, Chemical & Atomic Workers; Guinan is president of the Transport Workers; Dennis is head of the Railway & Airline Clerks.

All three of the new council members are veteran trade unionists whose road to international union office began when they were elected by their brothers to local union office.

Les Dennis, 60, was born into a railroad family in Beardstown, Ill. Sixteen members of his family are or have been railroad workers, including his wife, a son, two daughters and five sisters.

He joined the Railway Clerks when he started work as a freight handler for the Chicago & North Western in 1928. Dennis held almost every local office and later was division chairman. In 1939, he won the union's grand prize for signing up the largest number of workers into the union.

Dennis was elected an international vice president of the union in 1959 and assigned to work in the growing field of airline clerks. He served for 19 years as general chairman of the Chicago & North Western System Board.

Dennis was first elected president in 1963 and re-elected without opposition in 1967.

According to the American Cancer Society 200,000 Americans will be saved from cancer this year. Support the Cancer Crusade.

AFL-CIO To Create Labor College

AFL-CIO PRESIDENT George Meany has announced that the federation will establish in Washington before Labor Day, 1969, a Labor Studies Center to develop trade union leadership.

The initial student body will consist of about 400 full-time union officials, rising to an enrollment of about 900 in three years, which then will include both local union officers and rank and file members.

The Center will be incorporated as a non-profit educational institution with a 16-member Board of Trustees, 10 from labor and 6 from the public. Among the purposes spelled out for the Center by the AFL-CIO Executive Council resolution authorizing its creation was to "carry the labor movement's basic philosophy to all parts of the community and through its inter-union nature help involve its students in the total labor movement and thus strengthen all affiliated organizations."

Edison Announces New Appointment

THE PRIMARY BATTERY DIvision, Thomas A. Edison Industries of McGraw-Edison Company announces the appointment of Mr. Richard E. Lodholz to the position of service engineer with headquarters at 2074 Railway Exchange Building, St. Louis, Missouri.

Mr. Lodholz was born on May 16, 1926 in Philadelphia, Pa., received his early education in Philadelphia Public Schools and was graduated from Olney High School. He joined the Reading Company in June 1944 as a storehelper. From August 1944 to May 1946 he served with the U. S. Navy Construction Battalions in the Pacific, principally on Saipan and Okinawa. Following his discharge, he re-joined the Reading Company and in November 1947 became a signal helper. He advanced through several positions in the signal department to the post of general signal foreman, which he held until his present appointment with the Edison Company.

Importance of a "Current Connection"

A RAILROAD EMPLOYE who has a "current connection with the railroad industry" can qualify for certain benefits under the Railroad Retirement Act which are not available to other employes who do not meet this condition.

An employe has a current connection with the railroad industry if he worked for a railroad in at least 12 out of the last 30 months before his retirement or death. Any other earlier 30-month period may be used if the employe had no regular nonrailroad employment after the 30-month period. Self-employment does not affect a current connection.

Each of the following types of benefits requires a current connection with the railroad industry:

Supplemental annuity.—A supplemental retirement annuity is payable at age 65 to an employe who was awarded a regular retirement annuity after June 1966 based on age or disability if he had at least 25 years of service and a current connection with the railroad industry. If the employe's regular annuity began before age 65, the supplemental annuity becomes payable when he reaches that age.

Occupational disability annuity.—If an employe is not permanently disabled for all regular employment, he may nevertheless qualify for a disability annuity if he is permanently disabled for his regular occupation. In addition to a current connection, he must have 20 years of railroad service or be at least 60 years of age.

Railroad minimum formula annuity computation.—An employe's retirement annuity can be computed under a railroad minimum formula which may provide a higher benefit than he would be entitled to if he had no current connection. However, this minimum provision is not ordinarily applicable except when the employe had low railroad earnings or near-minimum service.

Survivor benefits.—Loss by the employe of his current connection would cause his family to be ineligible for survivor benefits under the RRA. Instead, the survivor benefits would be paid by the Social Security Administration. This could be a serious loss; survivor benefits under railroad retirement are always higher, and the difference is even greater if the survivor is entitled to a social security benefit based on her own employment. This is because social security never pays more than one benefit to an individual, so in such a case she would receive only the larger, her widow's annuity or her own benefit based on her own wage record. Were her widow's annuity paid under the Railroad Retirement Act, it would be subject to only a slight reduction because of her social security benefit, and she would receive all of her social security benefit without reduction.

The following questions and answers are designed to explain what is meant by a current connection with the railroad industry and how it affects benefits for railroad employes and their families:

Why is a current connection required for certain benefits?

The purpose of the current connection provision is to restrict the more liberal benefits under the railroad retirement system to individuals who have more than a casual attachment to the railroad industry at the time they retire or die. It would be unreasonable for example, to award an occupational disability annuity or pay a minimum benefit to a man who had left the railroad industry many years before retirement. The same is true also for supplemental annuities. In the case of survivor benefits which are paid by either RRB or SSA on the basis of combined employment records, the current connection is one of the criteria for determining which agency handles the claim.

"My secretary must be well educated, too!...Now spell 'cat', and the job is yours!"

I was laid off my railroad job 3 years ago, after 20 years of continuous service. Since then I have worked occasionally for a day or two outside the railroad industry, but could never work full time because of disability. Do I have the necessary current connection for an occupational disability annuity?

Probably not. You would have retained a current connection only if your work in the past 18 months was not considered to be "regular employment." If during that 18-month period, you worked in any 3 consecutive calendar quarters and had earnings of $300 or more in any 2 consecutive calendar quarters, you would have been considered to be in regular employment and, as a result, you would have lost your current connection.

I have operated my own trucking business for many years after working for 10 years on a railroad. Do I still have a current connection?

Self-employment does not break a current connection. If you had no other regular employment during those years, you can receive any benefits which require a current connection and for which you otherwise qualify.

I worked regularly for a railroad for 18 years until the end of 1967 when I was laid off. During 1968 I received railroad unemployment and sickness benefits, and beginning January 1969 I started working regularly for a company other than a railroad. If I do not return to railroad work, how long will I retain my current connection?

Your 30-month period begins with January 1967 because the months in which you received unemployment or sickness benefits do not count as railroad service. Therefore, you will retain your currrent connection only through June 1969, if you have no further railroad service.

I am 55 years old and have 18 years of continuous service as a lineman. I recently suffered a heart attack, and my doctor tells me I must work at an easier job. If I take another job for a nonrailroad company, can I get an occupational disability annuity when I become 60 years old?

No. If you take a full-time nonrailroad job, you will retain your current connection only for a maximum of 18 months after you stop railroad work. This means you will have lost your current connection well before you reach age 60 so that you could not receive an occupational disability annuity at that age. Of course, if you are self-employed or unemployed until age 60, you will retain your current connection.

I am 63 years old and have recently retired on a reduced annuity after completing 30 years of railroad service. If I now take a part-time nonrailroad job, will I break my current connection and be unable to receive a supplemental annuity at age 65?

No. An employe who has a current connection when his regular retirement annuity begins retains it permanently.

My husband, who was awarded an occupational disability annuity 5 years ago, died recently. For the past 3 years his annuity has been suspended because of earnings above permissible amounts. Did he have a current connection with the railroad industry when he died?

Yes. Since a current connection is one of the requirements for an occupational disability annuity, your husband must have had a current connection when his annuity began. Any employe who had a current connection when he retired is considered to have had it also at death.

I receive both railroad retirement and social security benefits. I was told I did not have a current connection with the railroad industry when I retired. Since most of my service was as a railroader, wouldn't my widow still receive benefits from the Railroad Retirement Board?

No. Since you do not have a current connection, which is one of the requirements for the payment of survivor benefits (except for the residual payment), your widow and other eligible survivors would be paid by the Social Security Administration. However, your railroad credits would be combined with your social security earnings for purposes of determining benefits paid by SSA.

Live A Little Longer

Fighting Cancer

By Dr. William A. Sawyer
IAMAW Medical Consultant

(This column is copyrighted by THE MACHINIST and is reprinted through the courtesy of the International Association of Machinists and Aerospace Workers. Dr. Sawyer cannot answer individual correspondence.)

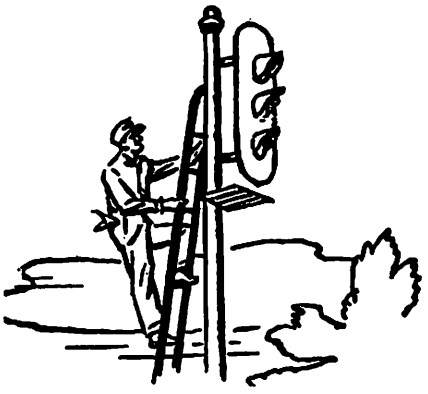
HERE ARE SOME CONCLUsions about cancer from the U.S. Public Health Service. They are not wholly encouraging. On the other hand it's comforting to know how much has been accomplished. Cancer can be recognized, treated and, to an increasing extent, cured. One-half of all cancer cases could be cured if present knowledge were fully applied to all people.

There are 21 important places in the human body where cancer produces a death rate of more than one per 100,000 persons each year in the USA. Cancer in five of these locations causes almost half of all the deaths from cancer. These places are: the uterus, the breasts, the lower bowel, the lungs, the mouth and throat.

Fortunately, these five have a high rate of prevention or cure. Early detection and treatment by proven techniques are the most helpful weapons for practical control of such cancers.

Pap test

More than 30 years ago, the late Dr. George N. Papanicolou devised a smear test for the detection of uterine cancer. When it is so discovered, it is almost 100 percent curable. Yet in 1967, approximately 14,000 women died of this disease. By estimation, less than half of adult women in the USA have had such a test. This shows how slowly the use of what we know is used. If the "Pap" test could be regularly given to every adult woman, uterine cancer could be eradicated.



Cancer of the breasts is the leading cause of cancer deaths in women. Unfortunately, there is no simple way of detecting such cancer at an early stage. The Egan technique of mammograph is a soft tissue x-ray technique which can provide a reliable interpretation.

Oral cancer

At present, oral cancer (cancer of the mouth and throat) is a great challenge. Cancer of the lip and tongue account for almost half of oral cancer. If oral cancer is detected early, most patients can be treated easily with no disfigurement or functional impairment. The office of every physician and dentist should be an oral cancer detection center. Physicians and dentists have the opportunity of saving lives by careful examination of the mouth for early malignant disease.

It was estimated that 52,000 persons would die from lung cancer in the USA during 1967. At the present time there is not a sufficiently easy early diagnosis and treatment of lung cancer. The Public Health Service has approached this problem through health, education, stressing primary prevention through control of smoking.

In 1966, lower bowel cancer took the lives of 43,000 persons. It is a highly curable disease when discovered early. Unfortunately, examinations for this trouble are not made often enongh. Every medical examination should include such an examination.

Effective cancer control tests are available now. But their application requires that you and all American citizens avail themselves of regular and thorough physical examinations, so that cancer can be detected at the earliest possible time, when it is most easily curable.

FAMOUS LABOR TRIALS—III

George M. Pullman
"I do not arbitrate wages."

Pullman Company dividends rose almost a million dollars in a year, while workers' wages fell over 50 percent. Literally starving, many workers collapsed on the job. The inevitable result was a strike—led by Eugene V. Debs—and a trial which tested the right to rule by injunction.

Eugene V. Debs
"Why must workers starve?"

RULE BY INJUNCTION

Pullman, Illinois, was a utopia for workers.

So said the pamphlets distributed to visitors at the 1893 Chicago World's Fair. George Mortimer Pullman, patron Saint of the town of Pullman, was the inventor of the sleeping car and president of the Pullman Palace Car Company.

Residents of his town of 12,000, "built out from one central thought to a beautiful and harmonious whole," were employees of the Pullman factory. Visitors to the model town saw the treelined, flower-bordered main street with its red brick houses and neat lawns. They were shown the library, the church and the parsonage provided for the edification of the residents. Who would have believed that this benign paradise would spawn one of the bitterest trials in labor history?

The casual visitor did not know that the houses were of the poorest construction, the rooms small, dark and airless, the water provided by one faucet in the basement of each house, where it was cheapest to bring the pipes. There was not one bathtub in all of this utopia.

The back streets of Pullman abandoned the false front. Here, in lawnless tenements, four or five families were crowded into a single flat, sharing one toilet. Still farther back were undisguised slums, rows of wooden shacks built at a cost of perhaps a hundred dollars each.

For the privilege of living in this sunless squalor, Pullman employees paid 25 to 33 percent more than the going rate. Rent was deducted from their paychecks, as were the costs of repairs, gas and water, and food purchased at company stores at high prices. All savings had to be deposited in the Pullman bank. The impressive library was almost unused, since residents could not afford the library dues; and the parsonage stood empty because no minister could pay the $65 monthly rent. Most families took in boarders.

Pullman was a real company town. It was also a profitable enterprise. The "one central and harmonious thought" on which it was built was to take back as much as possible of the workers' paychecks.

In return for all these favors, employees were expected to give unswerving fealty to the Pullman Palace Car Company and to refrain from all union activity.

One Pullman worker summed it up: "We are born in a Pullman house, fed from a Pullman Shop, taught in the Pullman school, catechized in the Pullman church; and when we die, we shall be buried in the Pullman cemetery and go to the Pullman hell."

The situation was endured in silence until the depression of 1893. To keep his plants working, George Pullman accepted contracts at a $50,000 loss—and then let the employees pay for it.

He cut wages four times, and changed from a day scale to a piecework scale. Rents, however, were not lowered. Skilled workers found that their pay envelopes for two weeks' work contained from eight cents to a dollar, and sometimes only an accounting of how much they owed the company. When their meager savings were gone, their families went hungry. The starved men had to stop work every so often to rest, and workmen fainted at their machines. At home, desperate women tried to keep their families alive, and undernourished children fell ill.

When the workers pleaded for a reduction in rent, Pullman replied: "The Pullman Land Company has to earn its three-and-a-half percent. It has no connection with the Pullman Palace Car Company, so I can do nothing about rents."

Wages Fall—Profits Rise.

It was later revealed that at the very time Pullman reduced wages below a subsistence level, he distributed a dividend of $2,800,00 to the investors (maintaining the customary dividend rate of eight to 12 percent) and there was $26 million in the company treasury in

Executive Council Brands Report "Wholly Inadequate"

"WHOLLY INADEQUATE" was the unanimous opinion of the Grand Executive Council, after reviewing the recent report by Presidential Emergency Board 175, in the Brotherhood's wage case.

Meeting at Grand Lodge Headquarters on March 12, the Grand Executive Council and the Grand Board of Trustees of the Brotherhood of Railroad Signalmen thoroughly discussed the recommendations of Emergency Board No. 175.

The Council and Trustees were of the unanimous opinion that the recommendations contained in the report were wholly inadequate and that a further effort should be made by our Negotiating Committee to meet with the Carriers and negotiate an agreement that would be satisfactory and acceptable to our members.

President C. J. Chamberlain called a meeting of all General Chairmen on March 13. The meeting, held in Chicago, was to review and discuss the contents of the Emergency Board's report.

Fifty of the Brotherhood's General Chairmen attended this meeting and in addition all Grand Lodge Officers and members of the Grand Board of Trustees were present.

President Chamberlain reviewed the full report with the General Chairmen. He gave a history of the dispute leading up to the appointment of Emergency Board No. 175. He commented on the hearings and commended our witnesses for their efforts. He discussed the recommendations outlined in the report. He explained what future negotiations could mean and that failure to reach a satisfactory settlement in our negotiations could lead to a withdrawal from service. He pointed out we are legally free to set a strike date April 7 or later.

President Chamberlain informed those present of the recommendations of the Grand Executive Council. He stated that the Grand Executive Council thoroughly considered the report and unanimously termed the report insufficient. He recommended we continue negotiations with the carriers and if they did not result in an agreement, a strike date will be set.

Attorney D. W. Bennett commented on the report, stating that it is important to review what Emergency Board 175 said and what they failed to say. He outlined his opinion of how the Board reached its conclusion. He also explained the effects of a nation-wide strike and the legal aspect of such action.

Vice President Gregg observed that in his opinion, the Brotherhood had presented an excellent case to the Board and felt the presentation warranted the Board giving a more favorable report. He also commended the three witnesses who presented the practical side of signaling.

General Chairman W. H. Lewis, who took part in the hearings, stated he was in full agreement with Vice President Gregg and congratulated the members of the committee. Both of these officers have vast experience in Brotherhood wage negotiations.

President Chamberlain called on all other Grand Lodge Officers to comment on the report; all commented that the recommendations made in the report were not sufficient for the needs of our membership.

The General Chairmen then took the floor to discuss their feelings and opinions of the report. It was stated that: (1) Signalmen and Signal Maintainers cannot be compared with any other craft, (2) we should pursue our case to a successful conclusion, (3) members are not pleased with the report, (4) members support the Negotiating Committee 100 percent.

At this time, the General Chairmen, by unanimous action, adopted a resolution urging a further effort of our Negotiating Committee to negotiate a satisfactory agreement.

At this writing, negotiations are continuing and the Committee are hopeful that a satisfactory agreement can be reached. However, all members are asked to keep their strike arrangements intact and be prepared to place them in effect should it become necessary to set another strike date.

At this time, no strike date has been set by the Council. Every member will be informed of further developments.

The General Chairmen, by unanimous action, adopted the following resolution on Thursday, March 13.
"Move that the General Chairmen here assembled approve the action of Grand Lodge in negotiating the current wage case and because the recommendations of Emergency Board No. 175 are not adequate to meet the needs of our membership, we strongly urge the Grand Executive Council to make a further effort to handle the matter to a satisfactory conclusion and if a satisfactory settlement is not reached with the carriers' committee, we support a withdrawal from service."

President Chamberlain discussed the recommendations outlined in the report.

Attorney D. W. Bennett commented on the contents of the report.

AFL-CIO Remove Sanctions From Signalmen

AMERICAN FEDERATION OF LABOR AND CONGRESS OF INDUSTRIAL ORGANIZATIONS

EXECUTIVE COUNCIL

GEORGE MEANY, PRESIDENT — WM. F. SCHNITZLER, SECRETARY-TREASURER

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DAVID DUBINSKY, JOSEPH D. KEENAN, RICHARD F. WALSH, JAMES A. SUFFRIDGE, PETER T. SCHOEMANN, JOHN J. GROGAN, DAVID SULLIVAN, A. J. DE ANDRADE, MAX GREENBERG

JOSEPH CURRAN, JACOB S. POTOFSKY, LEE W. MINTON, KARL F. FELLER, PAUL HALL, I. W. ABEL, HUNTER P. WHARTON, RALPH HELSTEIN, JOHN H. LYONS

815 SIXTEENTH STREET, N.W.
WASHINGTON, D.C. 20006

PHONE: NATIONAL 8-3600

OFFICE OF THE PRESIDENT

B. OF R. S.

March 4, 1969

TO: ALL NATIONAL AND INTERNATIONAL PRESIDENTS
AFL-CIO DEPARTMENTS

Dear Sir and Brother:

Please be advised that the Brotherhood of Railroad Signalmen has fulfilled in all respects the requirements of Section 16 of Article XX of the AFL-CIO Constitution relating to the procedure to be followed in seeking removal of the sanctions imposed upon non-complying organizations under the AFL-CIO Internal Disputes Plan.

The Brotherhood of Railroad Signalmen is now in full compliance with Article XX and entitled to full protection under the Internal Disputes Plan as well as all other rights enjoyed by AFL-CIO affiliates in good standing.

My letter of March 23, 1965, advising all affiliates that the Brotherhood of Railroad Signalmen had been found in non-compliance, is herewith rescinded and the sanctions imposed by that letter are removed.

Sincerely and fraternally,

George Meany

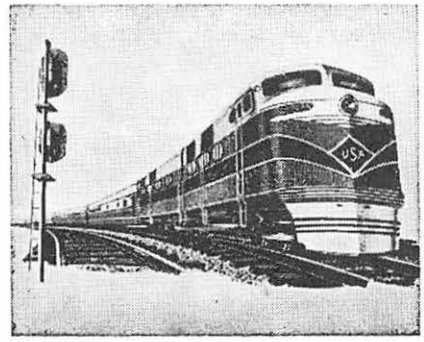
President

Raco Appoints Sales Representative

MR. J. D. ALDERN HAS joined Railroad Accessories Corporation as a sales and service representative with headquarters in the Philadelphia, Pa. area.

Mr. Aldern comes to RACO from the Chicago, Milwaukee, St. Paul and Pacific Railroad where he spent twenty-five years in the signal and communication department.

His career with the Milwaukee Road started in 1944 as a signal helper, working his way to the position of assistant signal engineer in 1965, the job he held before coming with RACO in October, 1968.



Railway Clerks-TCU Merger Completed

A LONG-PLANNED MERGER that brings the Transportation-Communication Employes into the Railway & Airline Clerks as an autonomous division has taken place.

Details of the merger, effective Feb. 23, were announced jointly by BRAC Pres. C. L. Dennis and TCU Pres. A. R. Lowry.

Under the merger, TCU will become the Transportation-Communications Division of the BRAC, with about 40,000 members. Since BRAC's previous membership was 270,000, the merger puts the union over the 300,000 mark.

Lowry will serve as president of the new division. In addition, he becomes a member of BRAC's executive council. Other officers of the TCU continue in similar posts in the new division.

Merger negotiations between officers of the TCU and BRAC opened early in 1967 and continued into 1968.

Last July, delegates to the TCU convention, by more than a two-thirds margin, authorized the union's grand lodge and general officers to consider the TCU-BRAC plan along with any other merger possibilities.

The convention decided further that any plan approved by a majority of the officers would then be submitted to the membership which would ratify it by a majority vote.

After determining that no merger possibilities with other unions could be worked out, TCU officers further discussed and debated the TCU-BRAC plan, approved it and submitted it to the members.

The plan was ratified by a substantial margin of the union's members in the United States and Canada in a mail referendum held during October 1968.

In their joint statement, Dennis and Lowry said the merger means "that the members of our two organizations will be able to enjoy the many benefits of belonging to one stronger union."

"Both the BRAC and the TCU have played important roles in winning higher pay and improved benefits for transportation employes in the United States and Canada," they said.

"Now, under one union roof, we anticipate continued progress through the use of modern collective bargaining."

In another development, BRAC announced that it is in negotiations on a merger with the Railway, Transport & General Workers of Canada, an independent union representing some 35,000 workers.

available cash. One hundred thousand dollars paid to the workers in earned wages would have prevented all the misery that befell them.

"My duty is to my stockholders and to my company," Pullman explained. "There was no reason to give these workingmen a gift of money."

Starvation offers few choices. In May of 1894, the workers walked out of the shops and asked Pullman to arbitrate. "There is nothing to arbitrate," was the answer. "The workers have nothing to do with the amount of wages they shall receive; that is solely the business of the company."

On June 12 the Pullman employees appealed for help to the American Railway Union, the young union recently organized by Eugene V. Debs. In an effort to avoid a major railroad strike, Debs made two attempts to arbitrate, Pullman refused to see him.

By now, public officials and newspapers, fearful of what a railroad strike might do to a country already in the throes of a depression, were calling on Pullman to reconsider. Even the powerful Republican political boss, Mark Hanna, could not budge him. "The damned idiot!" said Hanna. "Any man who won't meet his men halfway is a damned fool!"

The ARU struck in support of the Pullman workers. Railroad traffic from Chicago to the Pacific was idled as railroad men refused to work on trains that carried Pullman cars.

The railroad owners had an organization of their own, the General Managers' Association. The GMA had been waiting for a chance to destroy the young railroad union. Its first move was to convert the Pullman strike into a general railroad strike. The second was to involve the federal government, on the pretext that it had to protect the mail carried on the trains—although the union was doing its best to keep the mail trains running.

The GMA had a powerful ally in Richard Olney, the United States Attorney General, himself a railroad lawyer and board member of several railroads. Olney issued an injunction which forbade union leaders to take any part in the strike, even to talk or write about it. Eugene Debs was faced with the choice of obeying the injunction and jeopardizing the strike, or of disobeying it and going to jail. To betray the Pullman workers was unthinkable: he had to ignore the injunction.

Debs Asks for Help.

Debs was in trouble, and he knew it. He needed good legal counsel immediately. There was, in Chicago, a young lawyer who had been attracting attention not only for his professional competence but also for his liberal ideas, his honesty, and his courage. He happened to be General Attorney for the Chicago and Northwestern Railway, but he was a man of conscience. His name was Clarence Darrow.

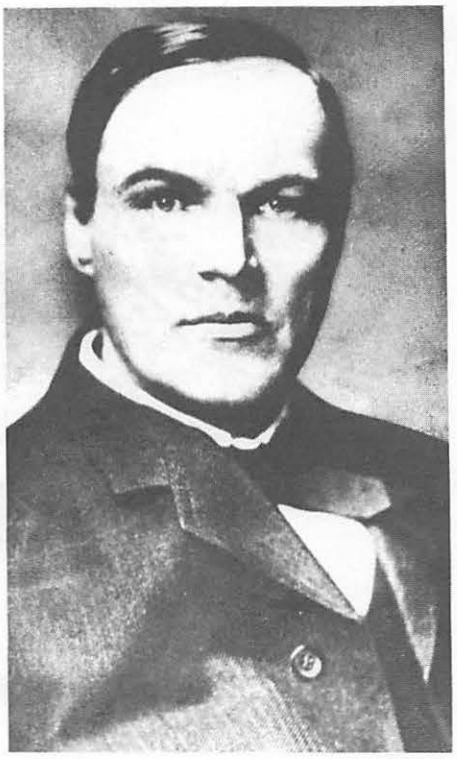
Darrow, just tasting his first security after years of struggling for a foothold, had a premonition of trouble when Debs walked into his office. There was something familiar about this tall, thin, scholarly looking man in the gray tweed suit and the stiff, old-fashioned collar. Had he met him before or seen his picture in the paper?

Darrow's uneasiness deepened into shock when his visitor told his name. This gentle, ascetic-looking man with the kindly blue eyes and the mild manner was the notorious "Dictator Debs," assailed as a trouble-maker and anarchist.

Debs, for his part, saw a big shaggy man with a strong face. Behind the lawyer's sharp glance shone conviction and compassion. This was the man Debs wanted at his side in the dangerous days ahead. He told him so.

Darrow's shock grew when Debs proposed that he defend the union against the injunction. He was being asked to defend his employer's enemies!

It was not the first time that



A great lawyer and a champion of workers' rights, Darrow saw the danger of rule by injunction and fought it bitterly.

Clarence Darrow had been asked to forsake the easy road for the difficult—nor would it be the last. In return for the security of a handsome salary paid by an influential employer, Debs was offering—a clear conscience.

As Darrow listened to the full story of the Pullman workers, his neatly planned, comfortable world came tumbling down. In its place loomed struggle, insecurity and heartbreak.

Shaken, he promised to think over Debs's request. Two events in the next few days made up his mind for him.

The first shocker was Attorney General Olney's appointment of Edwin Walker, a lawyer for the GMA, as special attorney in Chicago for the Federal government. A lackey of the employers had been put in charge of the courts that would try the strikers! The United States government was lining up with management.

Then, as the strikers were on the edge of victory, Olney prevailed upon President Grover Cleveland to use the U.S. Army as strike-

THE VANGUARD OF ANARCHY.

Anyone even faintly sympathetic with the Pullman strikers was fiercely denounced in political cartoons as "a bloodthirsty anarchist." Governor Altgeld and Eugene V. Debs are here pictured as leaders of a riotous horde bent upon death and destruction.

breakers. On July 4, 1894, federal troops marched into Chicago, despite the protests of Illinois Governor John Peter Altgeld. With them came 3,600 special marshals, hastily recruited from the most doubtful elements, armed and paid by the railroads. "Thugs, thieves and ex-convicts," the Chicago Chief of Police called them

"Has anyone ever heard of soldiers being called out to protect the rights of workingmen?" Debs asked bitterly.

Outraged, Darrow resigned from his job with the railroad, and threw his weight on the other side. He no longer counted either the odds or the consequences. He knew only that he must fight injustice.

Scabs Provoke Riot.

Up to that time, the strike had been peaceful. Debs and other leaders had repeatedly warned against violence. But now, when troops were trying to move the trains, a mob gathered. Unemployed Chicagoans, their nerves taut after months of the depression, watched glumly, in silent protest, as the soldiers went about their scab duties. Suddenly, rioting flared. Railroad cars were burned and tracks blocked. (Witnesses testified later that agents of the railroads had set fire to the cars).

The marshals fired into the crowd, killing several people, and wild fighting broke out. The Chicago police tried to restrain the marshals from shooting, and arrested many of them for looting and drunkenness.

By evening, seven men were dead; scores of men and women had been bayonetted, clubbed and shot, $300,000 worth of railroad property had been destroyed, and Eugene Debs was in jail.

Debs gave the picture later: "On the sixth day of the strike the general managers were dead as a doornail. The strike was won. Not a wheel moved. . . But at that time, the courts, the President, and the Federal soldiers took a hand and the strikers were whipped out of their boots."

Press coverage of the strike was so biased that Darrow termed it "a profound irony that our independent press, with its untrammeled freedom to twist and misrepresent the news, is one of the barriers in the way of the American people achieving their freedom."

Debs and the other union leaders now faced a charge of conspiracy to obstruct the mails, interrupt interstate commerce, and intimidate citizens in the exercise of their constitutional rights.

In preparation for the trial, Darrow studied the law on criminal conspiracy. Under this old law, it could be a crime for two people to do jointly something that would be perfectly legal if they did it separately. A Senate Investigating Committee noted, "Some of our courts are still poring over the law reports of antiquity in order to construe conspiracy."

The conspiracy law, originally political in intent, had first been applied to labor in 1721, when several tailors tried to get their wages raised. "A conspiracy of any kind is illegal," the court had ruled, "although the matter about which they conspired might have been lawful . . . if they had not conspired to do it."

By such legal reasoning, Darrow saw, the judge became the law. "Everyone who acts in cooperation with another may someday find his liberty dependent upon the innate prejudices . . . of an unknown judge. There would be a very real danger of courts being invoked, especially during periods of reaction, to punish, as criminal, associations which for the time being are unpopular or stir up the prejudices of the social class in which the judges have . . .been bred."

He made up his mind that his defense of Debs would be an attack on the misapplication of this

Illinois Governor John Peter Altgeld, a courageous liberal and a supporter of labor's cause, protested the use of Federal troops in Chicago.

antiquated law.

The trial of Debs and seven other union leaders began in January, 1895, before Judge Peter S. Grosscup, who not long before had stated, "The growth of labor organizations must be checked by law."

Public Interest Is Aroused.

A large crowd had assembled in the dignified walnut paneled courtroom to see the "bloodthirsty radical," Debs, and the foolhardy lawyer who had chucked over a good job to defend him. "They sat back in frank disappointment when Gene was pointed out to them," Darrow recalled later. "This was no long-haired fire-eater; on the contrary, Debs was nearly bald, mild appearing, with candid blue eyes behind goldrimmed spectales. He wore a high white collar, a black-and-white scarf, a gray tweed suit, a boutonniere."

"He looks like a preacher," a spectator whispered.

In his opening statement, the prosecuting attorney vehemently labeled Debs as a lawbreaker and criminal, responsible for the loss of lives and property, the violence and economic disruption that had taken place.

"Naturally," Darrow thought to himself, "before he can make that vague charge of conspiracy stick, he has to inflame his listeners."

If the eager crowd expected Darrow to be on the defensive, they were disappointed. He showed no dismay. Instead, he set about to put the prosecution on the defensive.

"This is a historic case," he drawled, "which will count much for liberty or against liberty. Conspiracy, from the days of tyranny in England... has been the favorite weapon of every tyrant. It is an effort to punish the crime of thought."

The court was startled. Darrow was making no effort to refute the prosecuting attorney's charges!

"The defendants," he continued, "published to all the world what they were doing, and in the midst of widespread strike were never so busy but that they found time to counsel against violence. For this they are brought into court by an organization which uses the government as a cloak to conceal its infamous purposes."

There was a murmur in the courtroom. "Who's being tried?" one reporter asked another. "He sounds like the prosecutor, not the defense."

In the next month Darrow stayed on the attack. He accused the railroads of conspiracy—conspiracy to lower wages, to deprive workers of their right to strike and to frame Debs.

He also questioned Debs skillfully, in order to change the false picture of him created by the press. His client was revealed to be a gentle and peaceable person, a man of integrity and high ideals. By contrast, George Pullman emerged as a ruthless oppressor of the helpless workers at his mercy. Pullman had conspired with the GMA, Darrow charged, to bring in the government to accomplish their nefarious ends.

GMA's Anti-Union Conspiracy.

"If the managers can organize to keep wages down," he argued, "I can't understand why the workers can't band together to fight to raise their standard of living."

He pointed out the extent of the managers' conspiracy. "It is not just this strike the General Managers broke; it is not these few defendants they hope to put in jail; it is the American Railway Union

Debs' leadership of the Pullman Strike was so successful that it paralyzed the railroads and infuriated the anti-labor press, which mercilessly attacked Debs in cartoons and articles as a "ruthless dictator" and anarchist.

that the General Managers are hoping to destroy here and now, in this courtroom!"

Darrow now subpoenaed Pullman, intending to reveal on the witness stand the dividends paid and the $26 million surplus held by the company while its workers and their families went hungry.

George Pullman, however, was of no mind to be publicly quizzed. He fled the city, together with his lawyer.

Scornfully, Darrow contrasted Pullman's blustering cowardice with Debs's quiet courage. He then went on to announce his intention of subpoenaing every member of the GMA in order to expose their machinations and to convict them of criminal conspiracy.

At this point, something curious happened: the next day one of the jurors did not appear. Judge Grosscup announced: "Owing to the sickness of a juror and the certificate of his physician that he will not be able to get out for two or three days, I think it will be necessary to adjourn the further taking of testimony in this case."

Realizing that all his work would be undone, Darrow sprang to his feet and angrily demanded that the trial go on. "The defense is willing to select a new juror and to have the transcript of the testimony read to him," he shouted.

But victory was snatched from his hands. The judge declared a mistrial and dismissed the jury.

The government showed no disposition to pursue the matter and the case was never brought to trial again.

Then the eight union leaders were cited by the Chicago circuit court for contempt in disobeying the injunction. Darrow was appalled. The defendants would be deprived of a trial by jury. Judge William A. Woods, one of the Federal judges who had issued the injunction, would try the case.

As foreseen, Judge Woods heard the testimony and summarily sentenced Debs and the others to six months in jail.

Darrow Appeals the Verdict.

Darrow fought the verdict, confident that the Supreme Court would overthrow it. He persuaded Lyman Trumbull, Chicago's outstanding attorney and a great liberal, to join him in an appeal.

The final decision, however, stunned Darrow. He had not reckoned with the Supreme Court's conservatism, its long history of setting property rights over human rights. To his dismay, the Court claimed that "among the powers expressly given to the national government are the control of interstate commerce and the management of the post office . . . and the strong arm of the government may be put forth to brush away all obstruction to their freedom. . . The jurisdiction of the courts of equity to redress the grievance of public nuisance by injunction is clearly established; having this right, the court must also have the right to punish those who disregard its orders."

Darrow had taken the gamble and lost. Disillusioned and cynical, he commented: "Debs really got off easy. No other offense has ever been visited with such severe penalties as seeking to help the oppressed."

Although the strike had been defeated by a massing of some of the country's most powerful forces, organized labor emerged from the Pullman trial with some important gains. Clarence Darrow had been won over to the cause of labor. He was to spend the rest of his life fighting government by injunction, and affirming the right of the workingman to some control over his own destiny.

Public opinion, disturbed by the government's tactics, supported the workers. Even conservative lawyers were shocked at President Cleveland's hasty dispatching of troops into Chicago and by his "government by injunction." Aroused public opinion forced Cleveland to appoint a Senate committee to investigate the facts behind the strike. It exposed George Pullman's merciless treatment of his employees and denounced both the Pullman company and the General Managers. A shocked public was beginning to understand what was going on in industry.

The need for machinery to settle labor disputes was highlighted by the Commission report, which stressed that Pullman and the GMA had "closed the doors to all attempts at conciliation. A different policy would have prevented the loss of life, property and wages." It urged negotiation and the recognition of the rights of unions by employers.

Victory Snatched from Defeat.

Four years later the Illinois Supreme Court put an end to the town of Pullman. A company town, it ruled, was "incompatible with the theory and spirit of our constitution."

Another important outcome was the realization of unions that they would have to elect men to public office who were concerned with the problems of the worker. And so labor girded itself for the political arena. The very next year its influence was felt in the national elections. The 1896 platform of the Democratic party repudiated President Cleveland and supported Governor Altgeld, saying: "We denounce arbitrary interference by Federal authorities in local affairs as a violation of the Constitution of the United States and a crime against free institutions. . . And we especially object to government by injunction as a new and highly dangerous form of oppression by which Federal judges in contempt of the laws of the States and the rights of citizens, become at once legislators, judges and executioners."

The outcome of the trial could not be viewed as a defeat, said the ARU paper, the *Railways Times,* "when we are so near a century that is surely to see the 'rights of the masses' take the place of the 'privileges of the classes.'"

A new century was dawning.

French Railroads Prepare For Turbo-Train Service

THE FRENCH NATIONAL RAILROADS ARE GOING AHEAD with a now well-tested "Turbo-Train" passenger service on its non-electrified lines and medium-distance runs.

An initial series of ten gas-turbine-powered Turbo-Trains has been ordered, and first public service will begin on the Paris-Caen-Cherbourg line by the end of the year.

The Turbo-Train is a self-driven railcar powered by a gas turbine identical to the ones used in France's giant Super-Frelon helicopter.

Top speed of the Turbo-Train will be 148.5 mph. Planned operating speed, however, is only 100 mph with peaks of 112.5 mph on straight stretches. Thus, the run between Paris and Caen is expected to be reduced from its present 2 hours, 18 minutes to 1 hour, 49 minutes; and the scheduled running time from Paris to Cherbourg from 3 hours, 49 minutes to 3 hours, 2 minutes.

Other advantages cited are the quiet, durable operation of the power plant, and the slim space this needs, thus allowing the cars to be more streamlined with 35 percent less air resistance.

Future Turbo-Trains will have four cars, with a driving car at each end. One of these will be powered by a 450 hp diesel engine for starting and slower-speed operation; the other by a Turbomeca 1,100 hp gas turbine, driving its wheels by a hydraulic transmission system.

Each train will have 192 seats, 60 in first class and 132 in second class. One of the cars will have a self-service restaurant.

This type of train will be lighter, have a lower center of gravity, and a generally greater operational stability. Also, it will improve the position and possibilities of railroad service in its increasingly hard competition with other means of transportation, it was reported.

Boyd Named President Of I.C. Railroad

ALAN S. BOYD, THE NATION's first Secretary of Transportation was elected president of the Illinois Central Railroad.

Mr. Boyd succeeds William B. Johnson as president of the railroad, with Mr. Johnson continuing as chairman and chief executive officer. He also remains chairman and president of the Illinois Central Industries.

Mr. Boyd, who will assume his position April 1, after a vacation, traded a $35,000-a-year government post for a position with a starting salary of $75,000 plus deferred compensation of $20,000 annually and options not yet worked out.

In his position with Illinois Central, Mr. Boyd can be expected to be of considerable help because of his expert "inside" knowledge of all forms of transportation, it was reported.

The Illinois Central currently is engaged in several major efforts requiring Government approval. The most significant is an application before the Interstate Commerce Commission seeking to merge with the Gulf, Mobile & Ohio Railroad. The merger would combine the 6,700 mile, 14 state Illinois Central system with the 2,700 mile, seven state GM&O. Main routes of both roads run from Chicago directly south to the Gulf Coast.

In a press conference announcing his election, Mr. Boyd, predicted there will be changes in public policies that tend to impair intermodal activity.

He also said there has been too much regulation of the railroad industry and the whole subject should be reviewed. Railroads have been "hamstrung" by regulations, and the industry needs more competition and freedom to compete, he said.

Asked if he blamed Government regulation more than railroad managements for the industry's ills, Mr. Boyd said the industry had enough troubles for everyone to share in spreading the responsibility.

His lack of committed positions in the field of labor-management relations should help in that currently critical area for the railroads, he said.

Mr. Boyd almost immediately became the target of newspaper stories which reported that the railroad he soon will head recently received a 25 million dollar grant from DOT.

It was later learned that no binding commitment of any kind regarding the funds had been made before Mr. Boyd left office. Contracts covering the transaction hadn't been prepared and now become the responsibility of the incoming Secretary of Transportation, John Volpe, Boyd's successor.

Mr. Boyd was sworn in as the first Transportation Secretary in January 1967 and the department formally came into being in April of that year. Previously, he had been Under Secretary of Commerce for Transportation, Chairman of the Civil Aeronautics Board and Chairman of the Florida Railroad and Public Commission.

Museum Issues Call For Mementos

IF YOU HAPPEN TO HAVE an 1869 vintage railroad spike puller or track leveler around the house, the National Park Service would like to hear from you.

The items are wanted to go into a museum at the Golden Spike National Historic Site, which will be opened at Promontory Summit May 10.

Other items sought by park officials include a crowbar, a clawbar, a track gauge, an iron bar with clamps, two picks, two shovels, two spike mauls and a water bucket—all of types associated with the building of the nation's first transcontinental railroad a hundred years ago.

A number of mementos suitable for the museum already have been donated. Most of these were picked up along the original roadbed at various times in the past, and some were handed down to descendants of men who actually worked on the railroad in Utah, where Brigham Young was a prime contractor.

A Visitors' Center, which will house the Golden Spike museum, is now under construction at the site. Anyone with genuine 1869 railroad items to donate should contact Mr. William Kreuger, Park Superintendent, Golden Spike Historical Site, Brigham City, Utah.

Rails Shift, Back Subsidies To Save 'Losing' Trains

THE NATION'S RAILROADS HAVE REVERSED AN HISTORIC industry position and are now unitedly on record in favor of federal subsidies for passenger trains.

The board of directors of the Association of American Railroads has unanimously approved a proposal for a "cooperative" industry-government program to operate passenger trains as a public service.

Announcing the plan, AAR President Thomas M. Goodfellow declared that "the railroads are willing and anxious to do what they can —within their means—to help solve the public transportation crisis. But where we're forced to operate money-losing trains, we feel the government should assume the obligation to share in the cost." Some individual railroads have long favored such an arrangement, but not the industry as a whole.

Some newspapers attributed the AAR action to an expectation that the Interstate Commerce Commission will soon uphold trailblazing recommendations made some time ago by examiner John S. Messer and lay down standards of passenger service which railroads must meet.

Under the AAR plan, passenger runs that are paying their own way or breaking even would not be affected. Only those trains which the government decides must be continued—even though they're losing money—would be subsidized.

The plan also envisions the purchase of new passenger equipment by the Department of Transportation for rental to the railroads to replace worn-out equipment.

Goodfellow said what the railroads propose is a break-even operation. He said most of the cost of running the trains would be covered by railroad revenues. The government would be obligated only to make up any deficits and these deficits would be determined by cost procedures established by the Interstate Commerce Commission.

Example in Northeast Project

Goodfellow said the railroads wouldn't make any profit under this plan. They'd simply be insured against losses.

As a good example of industry-government cooperation in the public interest, Goodfellow pointed to the Northeast Corridor project already providing high-speed passenger service between Washington and New York. The government is spending $11 million on the project while the Penn Central already has invested more than $40 million.

He also pointed out that the government has made heavy investments of public funds in facilities used by all other modes of public transportation while the railroads have paid their own way.

Heath Retires From Engineers

PERRY S. HEATH, GRAND Chief of the Brotherhood of Locomotive Engineers, retired on April 1. He had headed the Brotherhood since 1964.

Heath has had a colorful career, raised in a railroad family, he began his rail career as a machinist's helper on the Santa Fe at Pueblo, Colo. He started firing out of Pueblo in 1917, finishing high school between assignments.

While firing, he barely escaped with his life when involved in two head-on collisions, one in 1922 at Swink, Colo., the second in 1923 at Fowler, Colo. Both engineers on the trains involved were killed.

He joined the BLE in 1925 and became active in the organization and served as local chairman. He was elected general chairman in 1945 on the Santa Fe.

Heath was elected as an assistant grand chief in 1953 and became first assistant grand chief in 1960.

When the late Roy E. Davidson died in 1964, Heath rose to grand chief. He plans to retire to his native Colorado and "just take life easy there for a while."

First Assistant Grand Chief C. J. Coughlin automatically moved up to the top post under BLE's laws.

Coughlin, who hails from Portland, Ore., is a former general chairman on the Spokane, Portland & Seattle. He was elected first alternate assistant grand chief in 1956 and named alternate grand chief after Heath was elevated to grand chief in 1964.

DOT Announces Two New Appointments

WILLIAM D. EDSON AND William B. O'Sullivan, two railroad engineering specialists, have been appointed to posts in the Department of Transportation's Office of High Speed Ground Transportation, Robert A. Nelson, Director, announced recently.

Edson, former Chief Mechanical Officer in charge of new car specifications for the New York Central, joins the OHS GT as a Senior Mechanical Engineer. He initially will supervise final preparations for the New Haven TurboTrain demonstration, including crew training.

While with the New York Central, Edson suggested to the OHS GT the particular concept of an Auto-Train, which has since been designed for demonstration service between Washington, D.C., and Jacksonville, Florida.

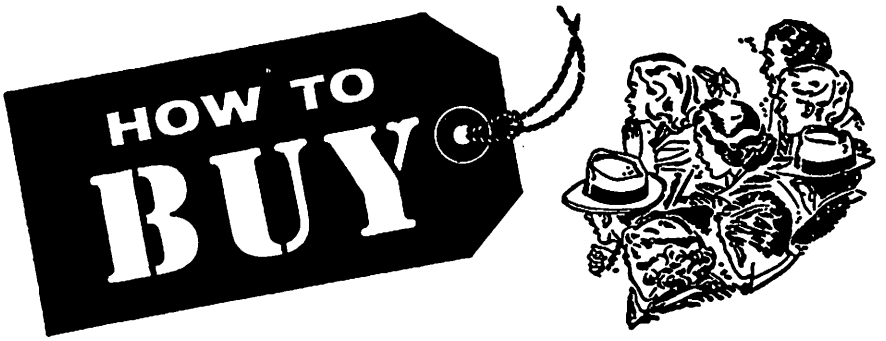
O'Sullivan, Assistant Manager of Track Evaluation of the Boston & Maine Railroad becomes OHS GT's Track Specialist, a position held by the late Curtis W. Law. His primary responsibilities will be the experimental track structure program conducted by the Santa Fe Railroad, and the track measurement system study now underway with Melpar, Inc.

With the Boston & Maine Railroad since 1948, O'Sullivan has served in various capacities, including Supervisor of Mechanized Track Inspection Services, Assistant Track Supervisor and Track Supervisor.

General Chairman R. B. Park Has New Address

General Chairman R. B. Park of the Pennsylvania-Reading Seashore Lines has notified the Journal that he has moved his office. Mail should be sent to him at the following address:

R. B. Park, General Chairman
Pennsylvania General System Committee
Room 300, Jefferson Building
1015 Chestnut Street
Philadelphia, Pa. 19107
(215) 923-0341



By SIDNEY MARGOLIUS, for The Signalman's Journal

A PROPOSED UNIFORM state credit law that could raise interest rates on loans and installment purchases in many states to as much as 36 percent, has evoked strong opposition from consumer and labor groups. This battle could have important effects on your own credit costs, especially if you are a young moderate-income family and often borrow and buy on time.

The higher rates could become legal if your state enacts this proposed credit code under the pretext that it is at least as good as the forthcoming Federal Truth in Lending Act. The Federal act, which requires lenders and installment sellers to tell you the true annual interest rates, takes effect July 1. But it also contains a provision that a state which has a law at least equal in its protection of consumers can be exempted.

Since the proposed state code also requires that lenders and sellers state the true interest rates, in this respect it can be considered to be as good as the forthcoming Federal law. The uniform state law also softens some of the harsh collection practices permitted in some states. But as well as giving lenders and sellers the opportunity to charge higher rates, the proposed state law also has a number of other dangerous loopholes.

A California Municipal Court Judge, George Brunn, points out that the code, if your state agrees to this provision, also could let sellers collect attorney fees if they sued you as a debtor (now not permitted in many states). Among other presently unfair practices, the code also fails to end the notorious practice of permitting deficiency judgments on sales over $1000, which included most auto sales. The deficiency judgment practice permits the seller to repossess your purchase if you default, and then sue you for any difference between the resale price and the amount you still owe plus repossession costs. Thus, as has happened to many families, you could lose your purchase and still have to pay almost as much as the original price.

Even your home now could become security for a loan over $1,000, a practice not now permitted in many states.

For these reasons, Congresswoman Lenor Sullivan, who led the battle for a strong Federal Truth-in-Lending law, has warned consumers to keep a close watch on their state legislatures when attempts are made this year to enact the proposed credit code. In some states with very inadequate credit laws the proposed state code might be an improvement, she says. But in others, some of the provisions would be a step backward.

Mrs. Sullivan notes that lenders and credit sellers have always had a lot of influence with state legislatures.

The higher rates possible under the proposed state code would especially harm lower-income families, points out Benny L. Kass, who headed a lawyers' group that studied the code for the Consumer Federation of America. Low-income families do not have the same access to low-cost credit of middle-income families, and are not as able or equipped to shop for lowest rates, Kass says. They traditionally pay the highest rate.

While the backers of the proposed code claim that competition will keep down the rates, this has never happened with the rates charged by loan companies and many credit sellers. The "ceilings" usually have become the floor. All the loan companies charge the highest rates permitted in each state.

The loan companies also know how to kid their way around truth-in-lending laws. Household Finance Company, the largest of the loan-company chains, already is advertising on TV in some areas that they "always" have told the true interest rates. But the fact is, they merely told the monthly rate, not the annual rate. A charge of 3 percent a month is a true 36 percent a year.

The higher interest rates permitted themselves are enough to make the proposed code thoroughly undesirable to working families. Interest rates and finance charges already are a serious drain, often adding an additional $300 a year burden to young families who habitually buy on credit.

You ought to be able to get several insights for your own guidance from this fight over the proposed code:

1—Shop for lowest rates on loans and installment purchases. Especially avoid the small-loan companies that charge as much as 42 percent a year. The Federal Truth-in-Lending law will help you when it becomes effective on July 1, by showing you what the annual rates charged by various lenders and sellers are. Already Household Finance has closed up its Tennessee offices because the forthcoming requirement to show the true annual rates may have caused a conflict with that state's legal 10 percent interest limit, the *Credit Union Magazine* reports.

2—Beware deficiency judgments. If you ever find yourself unable to keep up payments, it may be better to try to find a buyer yourself. Not only do you avoid repossession fees, but you can give more attention to selling the item at the best price than even a scrupulous finance company can.

Don't think you can clear off a debt simply by returning the merchandise. This is dangerous unless you first get a written release from any additional obligation.

If your purchase is repossessed, write to the finance company asking that it take steps to get the highest possible resale price. Or if your state requires that repossessed goods be sold at public auction if you have paid half your debt, it would be a safeguard to have a friend bid if other offers are unreasonably low.

More men than women died of cancer last year and more women went for medical checkups according to the American Cancer Society. Help conquer cancer by contributing to the Cancer Crusade.

Consumer Report

What's Wrong With Auto Insurance

EVEN IF THEY'RE NOT FULly aware of what's wrong with present car insurance, many motorists want something done to change it.

A public opinion research firm recently asked a cross-section of adult Americans to check off the consumer problems they would most like to see investigated by Congress—47 percent of them name auto insurance rates. According to the pollster's analysis, "the consensus seems to be that the auto insurance system itself, not one part of it, is at fault and that a full-scale investigation is necessary to air the problems facing victims and insurers alike."

A progress report on auto insurance reform has been prepared by Consumers Union, the nonprofit consumer advisory organization.

What's Wrong Now

Here, in an oversized nutshell, is what's wrong with present liability insurance, according to CU:

The system now unfairly brands many drivers as bad risks and socks them with premium rates sometimes double the regular rates. Insurance is sometimes cancelled or not renewed for arbitrary reasons. It pays claims for damages only if the driver of the policyholder's car caused the accident. It overcrowds court dockets with disputes over whose driving was at fault, even though blame often cannot possibly be assigned fairly. It tends to pay out too little on large claims and too much on small claims. It allocates too big a bite of its premiums towards legal expenses, leaving too little for accident costs.

Attractive Alternative

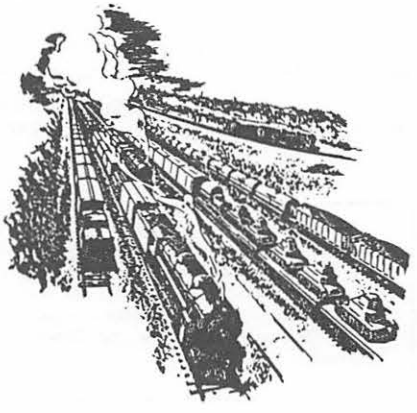
The most attractive proposal for a better system within the limits of private enterprise, Consumers Union concluded is the Basic Protection Plan of Professors Robert E. Keeton of the Harvard Law School and Jeffrey O'Connell of the University of Illinois College of Law. The plan seeks to get around the problem of assigning blame.

As things now stand, you are liable for damages to persons and property in an accident where the driver of your car is found at fault. Under Basic Protection, state laws would be changed so that insurance would pay for everyone's dollar losses no matter who was to blame for an accident. In most instances your own insurance company would take care of damages to people inside your car; people hurt in other cars would collect from those car owners' insurance companies. Pedestrians would be taken care of by their own auto policies or by yours if they owned no car. Liability and collision insurance would work much as at present to pay for car repairs, but there would be no cross claims between insurers over which driver caused the damage.

There would, however, be limits to how much you could collect altogether: $10,000 per person and $100,000 per accident. People claiming higher losses could still sue for what Basic Protection did not pay in medical and hospital costs and lost wages. They could also sue for compensation for pain and suffering, though on that score the first $5000 of any court award would be uncollectible.

Lower Premium Costs

All in all, it is expected that accident victims would very seldom have to argue with insurance adjusters or juries over who caused an accident—often a long-drawn-out and economically debilitating process heavily weighted against a badly injured claimant. Besides making claims easier to collect, the plan would cut out most legal expenses, which now take 25¢ of the premium dollar. To reduce premium rates still further, the plan would pay only those losses not covered by other insurance or sick leave plans. Instead of duplicating benefits, which can turn a minor injury into a windfall, the plan would take up where other insurance leaves off.



Numerous investigations are being held about the problem of automobile insurance. Last May, Congress passed a law directing the Secretary of Transportation to make a two-year, two-million-dollar study of auto insurance problems (Consumers Union notes that the new Secretary of Transportation, former Massachusetts Governor John A. Volpe, strenuously fought against the Basic Protection Plan in his state). A dozen or so state legislatures will take up the question during 1969 sessions.

Puerto Rico Takes Action

As far as tangible action is concerned, the only place under the American flag where auto insurance has actually been reformed is Puerto Rico. Its legislature has set July 1, 1969, as the starting date for a compulsory insurance plan somewhat along the lines of the Basic Protection Plan.

Mainland auto insurers were among the first to note—and with some alarm—the most significant difference between the Basic Protection Plan and the Puerto Rico plan. Instead of turning over the new plan to private enterprise, the Puerto Rican government is setting up its own insurance company.

Fear of a Government takeover, perhaps more than any other factor says Consumers Union, has impelled U.S. insurance companies to face up to motorists' dissatisfaction with the present system.

AIA Rocks Industry

Until late last year, though, only a handful of insurance companies had spoken out in favor of switching over, in principle at least, to a no-fault form of insurance such as the Keeton-O'Connell Basic Protection Plan. Then, on Oct. 21, 1968, the American Insurance Association—which numbers 168 stockholder-owned casualty insurance companies in its membership—rocked the industry by proposing a no-fault plan of its own. Here was no flash-in-the-pan reform—AIA members

(cont'd. on page 75)

Certain Nonresident Aliens Exempt From RR Tax

THE INTERNAL REVENUE SERVICE CALLED ATTENTION TO recent legislation exempting remuneration for services performed by certain nonresident alien individuals from railroad retirement taxes imposed on employes, employers, and employe representatives by the Internal Revenue Code.

The new provisions, set forth in Public Law 90-624, apply retroactively, as well as prospectively, and exempt from tax remuneration for such services performed after December 31, 1961.

The Revenue Service pointed out that this exemption from railroad retirement taxes applies only to remuneration for services performed by nonresident alien individuals temporarily present in the United States as nonimmigrants under subparagraph (F) or (J) of section 101 (a) (15) of the Immigration and Nationality Act, as amended.

Individuals admitted to the United States under subparagraph (F) are generally nonimmigrant students attending an established institution of learning in the United States. Individuals admitted under subparagraph (J) are generally students, trainees, teachers, specialists, and similar persons who are admitted as participants in an Exchange-Visitor Program.

The exemption applies only to remuneration for services performed to carry out the purpose of the Exchange-Visitor Program or the course of study pursued by a nonimmigrant student. For example, an alien individual who is a doctor participating in an Exchange-Visitor Program may perform services in a hospital owned by a railroad. If these services are preformed to carry out the purpose of the Exchange-Visitor Program, the remuneration paid for such services is exempt from railroad retirement taxes.

Since the new law applies retroactively to remuneration for services performed after December 31, 1961, some employes, employers, and employe representatives may be entitled to file claims for credit or refund of taxes previously paid.

The period provided in the Code for filing a claim for credit or refund of an overpayment of tax attributable to the exemption may have expired before, or may expire soon after, October 22, 1968, the date of enactment of this new law. If this period for filing such a claim has expired, or will expire on or before April 22, 1969, the new law allows the taxpayer until October 22, 1969, to file the claim. If the period provided in the Code for filing such a claim expires after April 22, 1969, the taxpayer must file his claim within the period provided.

Sylvania Introduces New A.C.I. Circuit

A NEW VERSION OF THE KarTrak Automatic Car Identification system designed for the railroad industry, featuring a modular design and using integrated circuits for greater reliability and versatility has been introduced by the Commercial Electronics Division of Sylvania Electric Products Inc. Sylvania is a subsidiary of General Telephone & Electronics Corporation.

Last year, a reflective-label system for electronic readout, developed by Sylvania, was adopted by the Association of American Railroads for use throughout the North American rail network to monitor the 1.8 million freight car fleet. The system is now in use on several U.S. railroads.

The KarTrak Automatic Car Identification system consists of a trackside optical scanner which "reads" color-coded labels applied to the sides of freight cars, and a decoder unit which converts what the scanner "sees" into electrical impulses and transmits this information to a computer or readout device. The system can read car labels while trains pass the scanner at speeds up to 80 miles an hour, even when labels are covered by dirt, ice, or snow.

The new system; designated the 800 series, substitutes integrated circuits for other discrete semiconductor components used in earlier models. Ten basic circuit boards, each containing up to 48 SUHL integrated circuits, form the basic system and replace the complex wiring in earlier versions. Additional circuit boards permit rapid changes in configuration at the railroad site. The SUHL integrated circuits are Sylvania-manufactured and and among the fastest switching components in the industry.

John W. Barriger, Manager of Transportation Control Systems, said, "Railroad personnel now will be able to make the system configuration changes on-site by adding plug-in circuit boards. This flexibility and simplicity of design virtually eliminates the need for factory modification when configuration changes are required."

Mr. Barriger also said the 800 series includes, as an option, a semi-automatic test set that can quickly diagnose system failures.

What's Wrong With Auto Insurance

(cont'd. from page 74)

collect 38 percent of all premium dollars on automobile policies.

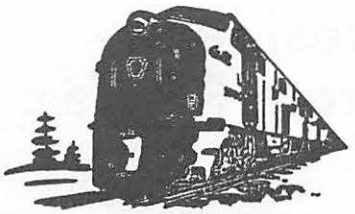
The AIA's proposal goes down the line in agreeing with the indictment that Professors Keeton and O'Connell drew up against the liability system. The AIA plan projects price reductions of up to 53 percent from present premiums. It seems to offer increased protection, and, like Basic Protection, dispenses with the assignment of blame.

The AIA plan is lacking as yet in detailed development. Its main significance is as a breakthrough toward the kind of sweeping insurance reform needed under the present-day highway conditions.

Other insurance trade groups, notably the National Association of Independent Insurers (480 companies) and the American Mutual Insurance Alliance (120 companies) adamantly oppose the Basic Protection and the AIA plans.

The American Mutual Insurance Alliance is running an experimental plan in Illinois and New York designed to speed up payments to victims who appear to have clear-cut or at least arguable liability claims. But it doesn't take care of victims of accidents unless they have a clear-cut or at least arguable liability claim. At best, it would leave many such injured persons without any kind of compensation at all.

Railroad NEWS IN BRIEF



CANADIAN NATIONAL'S Turbo-Trains, which were withdrawn from service earlier this year for modifications, have run into additional difficulties. Recently a switching engine moving one of the Turbos rammed it into another Turbo. Extent of the damage was undetermined and neither of the two damaged trains will be repaired until the modifications to be made to all trains are decided on. These modifications were made necessary when exposed electrical parts froze up during one of the area's severest winters in memory. Tests are continuing.

THE MISSOURI PACIFIC'S annual report noted that major projects carried out during 1968 included installation of 27.7 miles of CTC between Livonia and Addis, Louisiana and 13.3 miles of CTC in the Flinton, Illinois area. Three more electronic in-motion track scales were put into service.

THE UNION RAILROAD Company has placed an order with the Westinghouse Air Brake Co. (WABCO), for an improved computer traffic control system. WABCO will utilize the latest in computer technology to control the Union's Interlocking System from the Union Railroad Company's Control Office at Duquesne, Pa.

PENN CENTRAL CO. directors approved in principle a plan to form a parent holding company.

The proposal would involve a share-for-share exchange of stock between Penn Central holders and the new parent. The present Penn Central would become a subsidiary of the new concern.

Penn Central expects the plan to be completed and approved by directors in time for a stockholder vote at the May 13 annual meeting.

The management feels the set-up would help plans for wider diversification.

AT CHICAGO UNION STATION, used by Penn Central, Burlington, Milwaukee and Gulf, Mobile & Ohio, construction of a 33 story office building over the concourse is contemplated. Two other office structures have been built over approach tracks north of the station and the final plan for the area may involve five buildings.

GREAT NORTHERN will install 48 miles of CTC this year in Montana. This will bring the road's mileage of traffic control to nearly 1,425.

SANTA FE plans for 1969 include the installation of additional hotbox detectors, automatic protection at rail-highway grade crossings and ACI scanners. During 1968, the road completed 45 flashing light and 63 automatic gate crossing installations and installed 5 hotbox detectors.

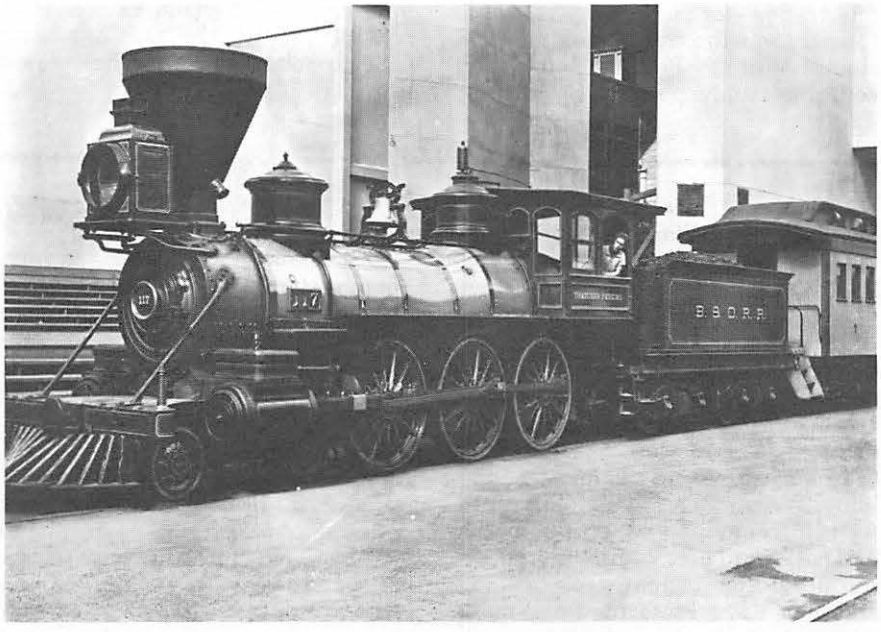
THE SIGNAL & COMMUNICATIONS DIVISION OF WABCO announced the development of a high frequency track circuit for use where short track circuits are required. For the first time, this new circuit can be applied in yards without the need for insulated joints.

A major feature of this new track circuit is the ability to successfully operate in areas where there is rail film. Rigid tests show no failures to shunt, even when heavy grease film mixed with dirt was deliberately applied to the rails.

THE NATIONAL LABOR RELATIONS BOARD has never been so busy.

A record 30,425 cases, more than double the filings of a decade ago, were accepted by the National Labor Relations Board in Fiscal 1967 and the Board disposed of 29,494 of them, another high, reports Commerce Clearing House.

THE CANADIAN NATIONAL RAILWAY has awarded GRS a $1½ million dollar contract to provide CTC equipment for 115 miles of track on the CNR Kingston Division. "System 4000" will link 21 field locations with its NX route type control console at Belleville, Ontario.



An Early Coal Burner — Built in 1863

Here's an engine well over a century old. It's the "Thatcher Perkins" built in 1863. It was named after a Baltimore & Ohio master mechanic who designed the third driving wheel to facilitate the drawing of heavier loads and to eliminate the necessity for using two locomotives for one haul over heavy mountain grades. The locomotive was a coal burner, whereas most other locomotives of the period burned wood.

YOUR WASHINGTON Reporter

By Richard J. Calistri

LEGISLATION RELATING TO the nation's railroads has been pouring into the hopper on Capitol Hill.

At this writing, the railroads themselves are preparing to press for major legislation to provide federal subsidies for passenger service. This is a reversal of the industry's historic position against such subsidies.

Under the proposed bill, the Interstate Commerce Act would be amended to authorize the subsidies. Where the ICC requires a passenger train to be continued, the deficit in its operation would be paid to the road involved by the U.S. Treasury.

Announcing this as a "cooperative industry-government" plan to operate passenger trains as a public service, Thomas M. Goodfellow, president of the Association of American Railroads, declared that "the railroads are willing and anxious to do what they can—within their means—to help solve the public transportation crisis."

However, he added, where railroads are "forced" to operate money-losing trains, then the government "should assume the obligation to share in the cost."

Under the AAR plan, passenger runs that are paying their own way or breaking even would not be affected. Only those trains which the government decides must be continued—even though they are losing money—would be subsidized.

The plan also envisions the purchase of new passenger equipment by the Department of Transportation for rental to the railroads.

Goodfellow said the railroads would not profit under this plan. They simply would be insured against losses. He also pointed out that the government has made heavy investments of public money in all other kinds of public transportation while the railroads have paid their own way.

Here's a rundown on some of the other legislation already in the works:

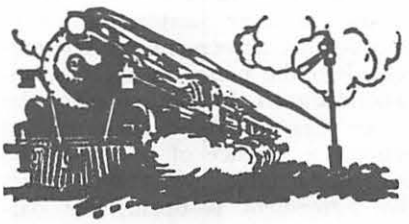
Representatives Thomas M. Pelly (R., Wash.) and Ken Hechler (D., W. Va.) jointly introduced a bill to create a Commission on Passenger Railroads. This panel would be charged with finding ways—financial or otherwise—in which the federal government can help to halt the decline in passenger service.

Sen. Claiborne Pell (D., R.I.) wants Congress to authorize four states—Massachusetts, Rhode Island, Connecticut and New York—to set up a Northeast Rail Authority with the "power to own, lease or otherwise acquire the right to operate a rail passenger service." Rep. William J. Widnall (R., N.J.) previously introduced a similar bill covering eight northeastern states.

Sen. Harrison Williams (D., N.J.) has proposed a Commuter Assistance Act of 1969 to provide greatly expanded federal aid for commuter railroads. He also introduced a companion measure which, he said, would "make it more difficult for railroads to eliminate passenger service" by requiring them to take advantage of the subsidies proposed in the Commuter Assistance Act.

* * *

Perry M. Shoemaker, former president of the Lackawanna, has raised a dissenting voice against the trend of the nation's railroads to diversify into non-railroad industries. Instead of placing so much emphasis on diversification, he said, the railroads ought to be putting more emphasis on improved transportation.



Speaking to a rail management institute at American University in Washington, D.C., Shoemaker pointed out that some railroads today use the "tax loss carry forward" feature of the tax laws as a device "justifying acquisition of profit-producing non-transportation enterprise."

The trouble with this is that some carriers are going too far. "It is one thing to take such action in a limited way," Shoemaker said, "but quite another to build a conglomerate in which the transportation enterprise and its betterment as such is not regarded as the controlling objective."

Shoemaker warned that the end result could be a decline in capital investment "for the improvement of railroad transportation and its important and necessary contribution to the national economy."

He speculated that "once a huge conglomerate has been initially formed by use of railroad assets," then the management of the conglomerate "may some day give up its railroad interests entirely."

While the former Lackawanna chief was speaking out against diversification, the president of the Penn Central was crying out for even more power to diversify. Alfred Perlman reiterated a long-standing demand that the nation's railroads be given a free hand to engage in all forms of transportation.

Speaking to the Federal Bar Association in Washington, D. C., he declared that policies forbidding such transport combinations belong to the "horse and buggy days." Perlman told the lawyers that America is the only nation in the world "that prohibits common ownership of several modes of transportation."

"A true transportation company, with freedom to use all the tools of the trade to proper advantage, could tailor its rates and services to meet the particular need of a customer," he declared.

Perlman also called for an easing of regulations over the railroads and for government subsidies to maintain necessary rail passenger service. A lack of such subsidies, he implied, might lead to nationalization of the railroads.

news from Canada

THE CANADIAN RAILWAY Labour Executives' Association appeared before Prime Minister Trudeau and seven of his top ministers to present their annual brief on matters considered important to railway workers and their families. About 100 railway brotherhood officers from across the country attended the presentation.

Labour Relations

The CRLEA repeated their views as presented to the Task Force on Labour Relations in 1967. It is their opinion that Government's responsibility goes beyond enacting legislation designed to regulate the relationship between Labour and Management in the interest of the general public. It should include machinery that will enable the Department of Labour to participate in a more positive and continuing role in labour relations.

The establishment of "Mediation Services" set up with a panel of high-qualified Mediators on a permanent basis, supported by a small Secretariat of experts in economics and related subjects, was recommended by the CRLEA.

The brief pointed to the recent round of negotiations between the Railways and Organizations representing nonoperating employes and leads to the conclusion that mediation service throughout the negotiating period is a worthwhile endeavour. They observed, however, that mediation is only one element in the process. However important it, and other instruments may be, the basic and fundamental ingredient of collective bargaining lies in the "good faith," the desire, of the parties to negotiate.

Managerial or Residual Rights

The brief reiterated the Brotherhood's support of the Freedman report and drew a welcome response from Labour Minister Bryce Mackasey, who said he fully endorsed the idea of legislation along the lines suggested by Mr. Justice Freedman after his study of the CNR run-through controversy five years ago. It was the most emphatic public statement Mr. Mackasey has made on the Freedman issue.

The main point of the Freedman Report, was that any material change in working conditions occurring during the life of a collective agreement should be a negotiable item. As things now stand, the present Act enables Management to introduce changes during the closed period of a collective agreement, permits contracting out of operations, and such actions make a mockery of collective bargaining and worse still, can change the intent of collective agreements entered into in good faith.

Labour-Management Consultation Branch

The brief stated that it is the Association's understanding that the purpose of this Branch of the Department of Labour is to assist in the establishment of Labour-Management Committees within industries. The terms of reference for such Committees do not include those matters that fall within the provisions of a collective agreement.

The Association expressed agreement "with the idea of continuing dialogue between labour and management within industry." However, they have difficulty in reconciling the adversary role of the trade union in free collective bargaining, and the role of being a sort of partner in those matters outside of a collective agreement, as contemplated in the policy of the Consultation Branch. Legislation gives the Union certain rights designed to provide a balance of power at the bargaining table, when the collective agreement is open. The balance is maintained by legislation while the collective agreement is closed, on those matters contained in the agreement. On those matters not in the collective agreement, management has its so-called Residual Rights.

Such a concept should be, and probably is, acceptable to management, because it is in effect a guarantee of the perpetuity of the Residual Rights theory. For the same reason, it cannot be accepted by Unions.

A positive and constructive rule, is seen for such committees if the I.R.D.I. Act is amended so as to bring about equity between labour and management in the total of the labour-management relationship.

There are a number of additional recommended changes to the I.R.D.I. Act that were dealt with in the Submission to the Task Force, but it would be more appropriate to make representation directly to the Minister of Labour on these matters.

Injunctions

The injunction was never intended to be used in Industrial Relations; although the Canadian Courts have gone to the extent of including unions and the conduct of Strikes under this jurisdiction.

"Considering the three types of injunctions: the ex parte, a temporary injunction issued by a judge on affidavit evidence with only one party present, is the most obnoxious of the three," the brief stated.

The other two are: the interlocutory, an interim injunction issued pending trial; and the final injunction, issued at the end of a trial with both parties presenting evidence.

Because the ex parte injunction is issued by a county court judge on affidavit evidence of allegations of real or intended violence, and, as the name implies, without the other side being present, there is no op-

LOCAL LODGE NEWS

By, for and about B. of R. S. members

Santa Fe

Gainesville, Tex. (121). A dinner party in honor of Ben Johnson was held on February 8 at Gainesville, Texas. About 72 members and friends attended the affair.

Ben retired on January 31, after 43 years as a signal department employe on the Santa Fe.

Starting out in Marietta on a construction gang, Brother Ben spent many years traveling around before landing the maintainer job at Gainesville, a spot where he hung his hat for the last 29 years.

In recalling the changes during this time, Ben noted the greatest was the change from steam to diesel and the C.T.C. installation at Fort Worth in 1955.

Like many other "Old Timers," Ben spoke of vandalism and the big problem it has become in recent years, for both the maintainer and the railroad.

The records show that Brother Ben joined the Brotherhood in July 1926 and served Local 121 as local chairman of the Northern Division for many years. He also was vice-general chairman, Gulf Lines, and trustee of the general committee until 1958.

In appreciation for his many years of service, Ben was presented with a gold watch by Signal Supervisor B. J. Rhea of Fort Worth.

After all those years of chasing trouble at all hours and in all weather, Ben plans to enjoy his retirement, taking life easy fishing in a few nearby lakes. Ed.

The members of Local 121 honored Brother Ben F. Johnson and his wife at dinner recently. Ben was retiring from the Santa Fe after 43 years of service.

Rock Island

Bureau, Ill. (183). The regular first quarter meeting of Local 183 was held at the Ranch House Motel, Bureau, Illinois, February 16.

The meeting was called to order at 1:00 p.m. by Local Chairman R. E. Hickerson, who chaired the meeting in the absence of our chief signalman.

General Chairman A. E. Ketterman and eleven members were present.

One new member was admitted at this meeting. Local 183 welcomes Brother Bernie Rosales.

Retired brother, George Koester was reported sick but progressing very well.

General Chairman Ketterman reported on the progress of our wage movement, the postponement of our strike date due to the establishment of an Emergency Board and just what an Emergency Board's functions are.

With no further business for the meeting to discuss it was voted to adjourn.

Our next meeting will be held in Iowa City, Iowa, during the month of May. It is our hope that we will have something of interest to report on our wage movement at this time. Let's see a good attendance at this meeting.

H. E. Clark

Canadian National-Canadian Pacific

Winnipeg, Manitoba (12). The regular meeting of Local 12 was held at the Assiniboine Hotel, Winnipeg, on Saturday, March 8, with the following members present: R. Piush, R. Law, K. Frederiksen, M. Martin, A. N. Wright, J. Haid, A. Willis, M. Roshko, P. Kanski, M. Mykietowich, A. Gimbel, V. Bryce, R. Thomson, K. Reitter, E. Vermette, J. Rewcastle, J. E. Platt and A. N. Cotton, general chairman and grand lodge representative. After the opening of the meeting Vice-Chief Signalman M. Martin requested Brother A. N. Cotton to Chair the meeting.

The reading of the minutes of the previous meeting were read and deferred to unfinished business for discussion.

A minute of silence was held in respect for the late Brothers Warren MacGarva and G. B. Hutchison (Slim); both brothers passed away since our last meeting. Brothers G. Thom and James A. White, CNR signal apprentices were accepted as members of the local. Our newly made brothers are requested to attend all the meetings of the local along with the other members and to participate in the affairs of the brotherhood.

Local Chairman Platt informed the members of the improvements and changes being made to the outfit cars and advised that some of the new

units will be furnished to our signal gangs in the very near future.

Discussions were held on meal rates and expenses for men when required to work away from home and it is the wishes of the members that our officers continue their efforts to bring about the desired improvements.

Brother Cotton advised that he was not satisfied with the understanding on the housing situation at Armstrong and that it is his intention to refer the matter back to the railway. He was pleased to advise that the new house for the signal maintainer at Minaki, Ontario should be at that location within two months. The members were advised of the developments in connection with housing and new outfit units that are being handled on a system basis by the CNR.

Discussion held on the minutes of the previous meeting; after amendments were made they were acccepted as amended.

A motion was made and carried that the local extend a vote of thanks and appreciation to those responsible for bringing our last wage negotiations to an early and successful conclusion.

Signal Foreman Frederiksen expressed appreciation on behalf of himself and gang for those responsible for arranging traveling time and expenses when they were required to go to Thompson, Manitoba, to install crossing protection signals for the International Nickel Company. These arrangements had been made by Brother Cotton.

It was approved by the members that the price for tickets for the Dinner and Dance to be held on September 20 at Winnipeg, will be $2.50 each. Account of our Canadian General Committee meeting being held in August at Quebec City, authority has been granted by our President, C. J. Chamberlain, to hold elections for local lodge officers in advance of June 1. This will give the committee members an opportunity to arrange for reservations and leaves of absence. The local then approved that the elections will be held at their next regular meeting in Winnipeg on Saturday, May 10. The election for the Lakehead Grievance Committee will be done by a mail ballot.

Account of elections being held at the May 10 meeting every member should make an effort to be present.

R. L. Law

New Haven

Taunton, Mass. (5). Local 5 held their annual dinner-dance honoring their 1968 retiring members.

As usual, we had a very good turnout, with brothers coming a great distance for this enjoyable evening.

This year we honored the following brothers: Ogden Johnson, "Ogie" was the most colorful assistant signal maintainer at Westerly, R.I.; John MacDonald, "Johnny" was maintenance foreman in Providence at the time of his retirement, having worked at Hartford, Conn. and Readville, Mass. previously; George MacDonald, a signal maintainer at Braintree, Mass., at the time of his retirement and a foreman earlier in his career at Readville, Taunton and Providence; Max Steinman, our former local chairman in Boston and signal maintainer at South Boston.

"Maxie" missed the dinner, as he is down in Miami, Florida taking life easy in his new apartment. Best wishes to Max and Ann from all of their snowbound friends—it sure was a good winter to be down south.

After an excellent roast beef dinner, there was dancing until midnight. It was good to see so many of the wives attending also.

Many thanks to Brother Buck Strang and the rest of the Entertainment Committee, who deserve credit for making the party so enjoyable, also Brother "Howie" White, our chief signalman, who served as photographer for the evening.

It was good to see so many of our retired brothers attending and wish all many years of continued good health.

J. Roy

Local 5 recently honored their 1968 retiring members at their annual dinner-dance. Those honored are shown from left to right: Brothers Ogden Johnson, John MacDonald and George MacDonald.

Norfolk & Western

Decatur, Ill. (55)..Local 55 met at Moberly, Mo., on March 2. Eleven members were present.

Several subjects were discussed; the most important, of course, was the wage movement, the progress to date and the awaited Emergency Board's report. The ballots for the increase in dues were counted. A majority favored increasing our dues thus keeping our local on a sound basis.

Eleven members is considered a good turn out for any of our meetings and we wish to congratulate the members in this area for their interest and attendance at our meetings.

We understand that Signal Maintainer Frank Funk of Manhattan, Illinois has been off duty due to illness. We wish him a speedy recovery and return to work soon. Retired Brothers P. E. Dawson and C. J. Spence have been in the Wabash Memorial Hospital at Decatur, Illinois. However, we understand that they have returned home and are getting along okay.

Leo Hall, who maintained at North Libert, Indiana, retired on October 1, 1968 and Dudley Plummer who maintained at Milan, Michigan, retired on February 1, 1969. To these two brothers, we wish a long, healthy and happy retirement.

Around the country with the gangs: W. B. Ritchie is at Crocker, Indiana on the automatic interlocking job; S. Vitek has just finished the automatic interlocking job at Hugo, Indiana; T. K. Fitzpatrick is at Raymond, Illinois, installing crossing protection; and H. Duff is at Detroit, Michigan on the Blue Flag System installation.

With the test foremen: J. F. Lawrence is working west out of Decatur, Illinois; F. G. Bartley is working in Decatur, Illinois; T. L. Polley is working west, out of Moberly, Missouri; L. Streeb is working at St. Louis, Missouri; H. E. Martin is in the Lafayette, Indiana area; and J. W. Sharp is at Detroit, Michigan.

Local 55 is considered rather small in comparison to some locals on the larger roads, however, the membership is to be commended for its action on issues of importance when they are discussed and understood. We know of no other local or other organization that presents a more solid front or are more dedicated to the cause. We do not always agree with one another but

we reason together and get the job done.

"Man cannot expect to get more out of life than he puts into it." JFP

Golden Anniversary Celebrated by the Harlin Tracys

Retired General Chairman and Mrs. Harlin Tracy recently celebrated their Golden Wedding Anniversary.

Harlin and Amy were honored at two receptions celebrating the occasion: one by relatives and friends at their home in Holland, Ky., where both were born and reared; the other at Indianapolis, Indiana which was hosted by their two daughters, Mrs. Robert Hibbert and Mrs. Verle Stephens.

Harlin served many years as Local Chairman of Givan Lodge No. 15 and as Secretary-Treasurer of the New York Central, Lines West General Committee. At the time of his retirement, in January 1965, Harlin held the General Chairman position on this committee. He had a combined total of 43 years

service with the Brotherhood and the New York Central Railroad.

Except for a few trips to the hospital for repair jobs, the couple appear to be in good health and enjoying themselves to the fullest.

They would like to hear from their many friends and if any happen to be in the vicinity of Holland, the Tracy's would appreciate a visit. Their mail address is, R.R.#1, Holland, Ky. 42153.

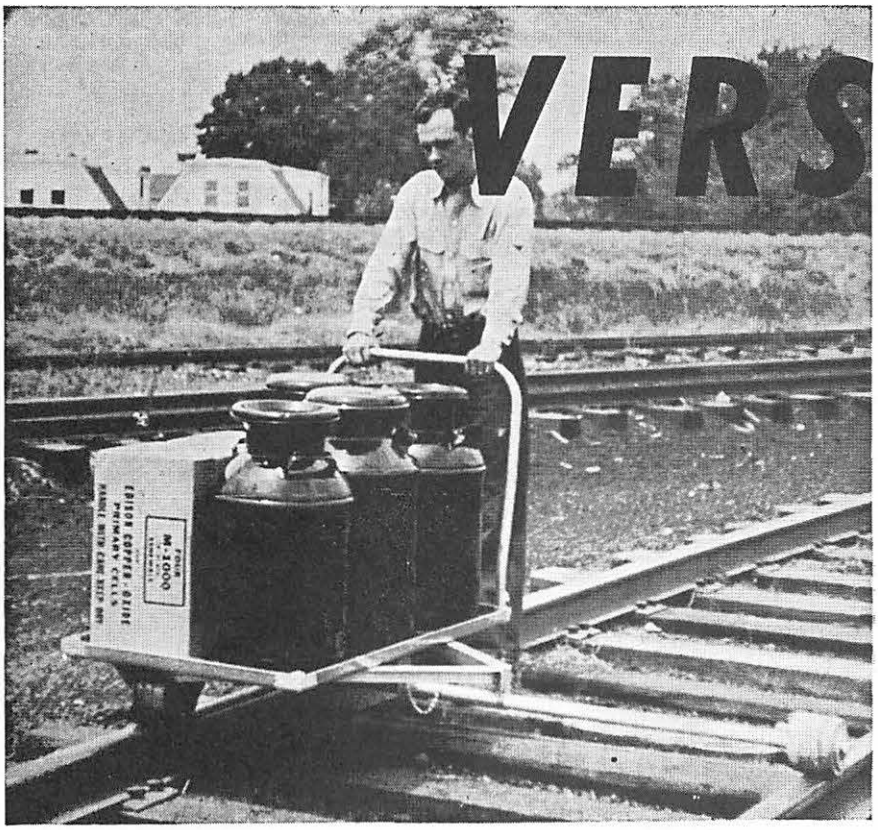
The members of Local 15, as well as the officers of Grand Lodge, join their many friends in extending congratulations and wishing them many healthy and happy years of well-earned retirement. R. T. McGill

B&O-WM-SIRT

Baltimore, Md. (31). Our regular quarterly meeting was held in Baltimore, Md. on February 16. The meeting was chaired by General Chairman H. C. Guscott in the absence of Chief Signalman B. L. Cowgill. Brother Cowgill is on the sick list.

Applications for membership from 13 petitioners were received, voted on and accepted into our local. We welcome these new brothers and invite them to take part in our meetings and other Brotherhood functions.

We were honored to have Vice President Gerald Orndorff in attendance. He spoke briefly on our present wage negotiations, stating that he is very



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optimistic that our wage adjustment will be met.

Brother Orndorff also spoke on the proper handling of claims. He stated that anyone making a claim should be sure to get all of the facts possible pertaining to such claim. These facts should be presented to the local chairman, who will then present the claim to the proper representative in the specified time. Brother Orndorff emphasized that all claims should be prepared and handled as cases that will go to the Adjustment Board.

Brother Guscott spoke on the postponement of our strike date, and how well organized and prepared various districts were at that time. He outlined what effect the appointment of a Presidential Emergency Board will have on our wage negotiations. He also reported that the Board's recommendations were not binding to either side and outlined the general procedure to follow should it yet be necessary to strike.

Fifteen members were present at this meeting.

The next regular quarterly meeting will be held April 12, at the Fort Cumberland Hotel, Cumberland, Md.

THE STATEN ISLAND RAPID TRANSIT RAILWAY met on February 13. Local Chairman T. Anderson and General Chairman G. C. Guscott were in attendance.

Of particular importance was the furloughing of several members of the signal forces along with employes from other departments. None of those furloughed were protected employes under the February 7, 1965 Agreement. Two of those furloughed were entitled to unemployment insurance and one being employed for only eight months had not rendered enough service to be entitled to unemployment compensation.

It appeared to be improbable that our Section 6 Notice served for the purpose of providing additional employes Job Protection would receive favorable consideration at this time. It was understood that the Metropolitan Transit Authority would take over passenger operations on this property some time this year. When this takes place a general improvement should take place on this carrier and the employes should have an option of remaining with the SIRT or going with the passenger carrier.

LOCAL CHAIRMAN P. B. BRADFIELD held a meeting of Western Maryland members at the Y.M.C.A., Hagerstown, Md. February 15, attended by 33 members. This number was more than 50 percent of the signalmen employed on this carrier.

Vice-President G. Orndorff, General Chairman H. C. Guscott and Vice-Chairman G. A. DeLozier were in attendance.

Of primary concern to the members was the status of our current wage move. This item was fully covered by Vice-President Orndorff who was fully conversant with the status of that move. Our members on this property are a militant group who left no doubt as to their ability to close down the carriers operations should the Emergency Board, then in session, render a recommendation not favorable to our Brotherhood.

In a three hour meeting almost every subject pertaining to signal work was discussed.

Meeting was held for the gangs installing traffic control, **BUFFALO DIVISION, SALAMANCA, N.Y.,** February 17 by Local Chairman P. A. Herzing. Twenty-two members were in attendance including General Chairman H. C. Guscott.

Discussions on numerous subjects were held. Of particular importance was the constant par shortages and the audit conducted by the management indicating that some employes had been overpaid as much as $480.00 while others had been underpaid as much as $300.00. General confusion exists in this area of the B. & O. system.

Camp car conditions have been improved as the result of our Brotherhood's efforts since July 1968.

Adequate headquarters have been provided for the maintainer in Springville, N. Y.

Our current wage move was discussed. Instructions were given on the method of picketing and closing down the carriers' operations in the event we found the Emergency Board's recommendations unsatisfactory in our current wage negotiations.

Several claims still continue to be in progress by the general chairman involving improper maintenance headquarters, lack of sanitary facilities at gang headquarters and expenses not allowed and pay shortages.

D. Leonard

Obituary

Grant R. Wakeford, retired member of Local 124, Canadian National Railways passed away after a lengthy illness.

Brother Wakefield entered the service in July 1923 and retired November 30, 1960.

The officers and members of Local 124 extend their deepest sympathy to the surviving members of his family.

W. O. Asselstine

Walter L. McDuff, Local 206, Missouri Pacific Railroad, was fatally injured when the motor car on which he was riding was struck by a train. He died the following day, September 28, 1968. He was 58.

Brother McDuff was working as signal maintainer at Palestine, Texas at the time of his death. Entering the signal service of the MP on September 26, 1940, Brother McDuff worked on Gang No. 1, Palestine Division, and relief maintainer on that division. He had been the signal maintainer at Palestine since 1946.

Brother McDuff was struck from the rear by passenger train No. 41, while he was riding on a motor car. The train was running late.

He is survived by one son, Willis L. McDuff and one daughter, Mamie Aline Sail, both of Palestine, to whom the officers and members of Local 206 extend sincere sympathy.

A. T. Payne

W. E. "Johnny" Cobourn, retired member of Local 77, Norfolk and Western Railway Company, passed away on December 22, 1968, at Victoryville, California. He was 62.

Prior to his early retirement in 1956 because of a heart condition, he served in the Signal Departments of the Nickel Plate Railroad and of the Norfolk and Western Railway Company, his last position being that of Signal Maintainer at Devon, West Virginia. At one time Johnny was Local Chairman of Local 77 on the Pocahontas Division of the Norfolk and Western.

Johnny came from a big family of Signalmen: Brothers Lester, Frank and Roscoe (deceased) with the Signal Department of the Philadelphia City Transit Company, and Brother D. F. "Jake", car retarder foreman on the N&W at Portsmouth, Ohio.

The officers and members of Local 77 extend their deepest sympathy to the surviving members of his family.

V. J. Sartini

Edward Dagnal, retired member of Local 62, Pennsylvania Railroad, passed away December 23, 1968. He was 73.

He started work in 1913 on the Pennsy and had over 50 years service when he retired on October 31, 1963. He served on the grievance committee of the local and was a lead maintainer at the time of his retirement.

He is survived by his widow, son, daughter, four grandchildren and three great grandchildren to whom the officers and members of Local 62 extend their deepest sympathy. Ed.

Charles H. Piersol, retired member of Local 26, Reading Co., passed away November 24, 1968. He was 79.

Brother Piersol started his signaling career with the Reading at Birdsboro, Pa. and worked until his retirement on December 1, 1957.

The officers and members of Local 26 extend their deepest sympathy to the surviving members of his family.

L. Vanino

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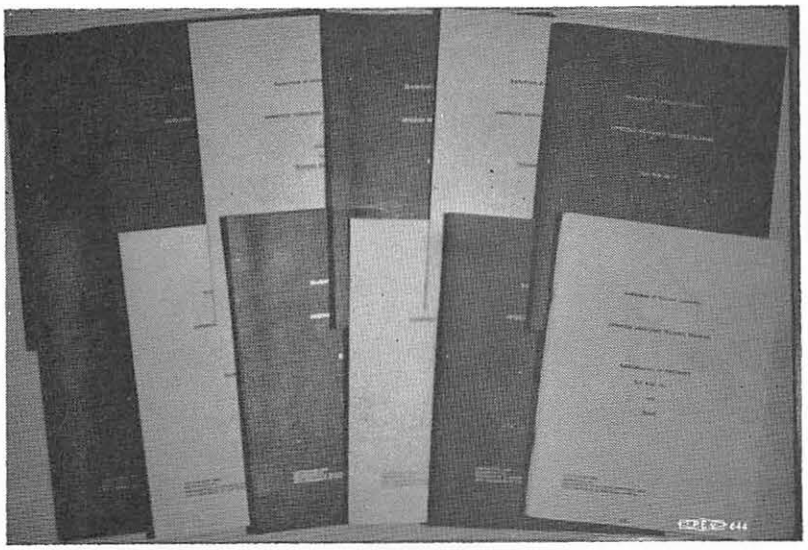

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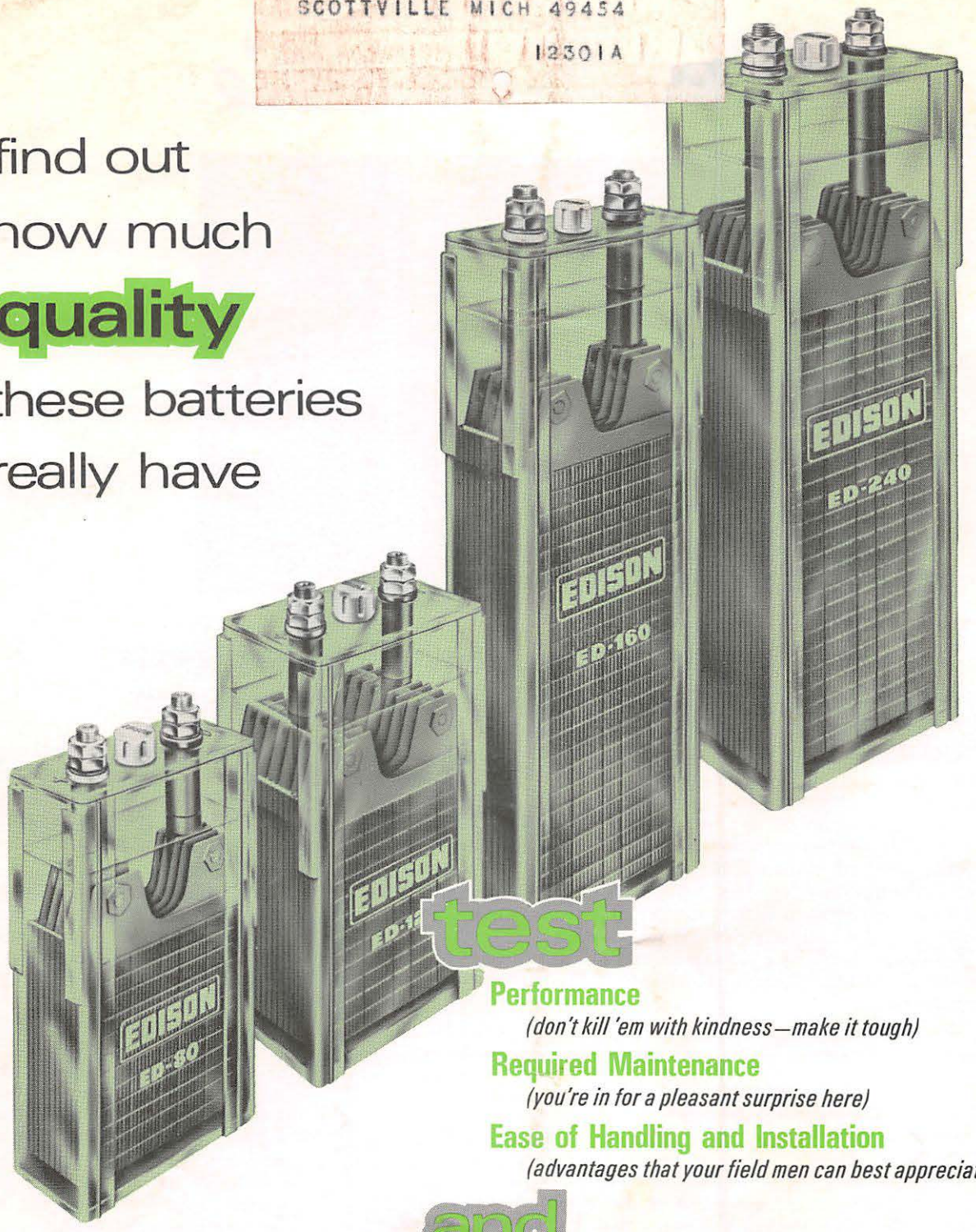

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